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THE HISTORY  
OF  
THE PHILADELPHIA REGIMENT  
VOLUNTEER PORT SECURITY FORCE

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GUMMERE

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With the compliments of  
the author - John F. Gummere  
4 Nov. '50

*inscribed*



THE HISTORY  
of  
THE PHILADELPHIA REGIMENT  
VOLUNTEER PORT SECURITY FORCE

Compiled

by

LIEUT. (T) JOHN F. GUMMERE, USCGR

*U. S. Coast Guard Reserve Historical Officer, 4th Naval District*

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The Coast Guard has authorized the publication of  
this History but it is not an official document nor  
is the Coast Guard officially involved in any way.

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By JOHN F. GUMMERE



This History  
is respectfully dedicated to  
The Men and Women of the Regiment





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## FOREWORD

All the wars in which America has been concerned have produced bodies of civilian volunteers whose careers are interwoven with the particular contests which engendered them. The Minute Men of 1775 were citizen soldiers; so were the Texas Rurales who fought the Mexicans along the Rio Grande long before war was officially declared. In this category may be placed a major part of the Rough Riders who fought at San Juan Hill in 1898. Even in the First World War the utilization of part-time citizen levies was under consideration when the conflict abruptly terminated.

Now, in the present struggle, by far the greatest which our Country has been fated to endure, we hail the advent of a group of devoted citizenry not dissimilar to those just mentioned and certainly yielding nothing to their predecessors in zeal or thoroughness. The men and women of the Volunteer Port Security Force of the U. S. Coast Guard Reserve have proved themselves worthy successors to the bodies of patriotic volunteers who rendered similar service in all previous crises of our national history.

As the Commanding Officer whose duty it was in the fateful summer of 1942 to give official sanction to an untried project and who watched it grow from the tentative, embryonic Philadelphia Plan to a well-trained organization operating efficiently in twenty ports, I can truthfully say that I welcome the idea that the story of this far-reaching movement be told and published.

In our hour of need, when it was imperative that regular Coast Guard personnel be freed from their local duties for service afloat and abroad, we searched for substitutes whom we might enroll and train for the protection of American wharves, warehouses, and loading slips. These substitutes were happily found

in the members of the Volunteer Port Security Force. I should be ungrateful indeed if I did not take this opportunity to express my appreciation of their services and to give my endorsement to the accompanying history which outlines their career.

(Sgd.) R. R. WAESCHE,  
*Admiral, U. S. C. G. (Ret.) \**

9 January, 1946

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\* In January 1946 Admiral Waesche was awarded the Distinguished Service Medal by the Secretary of the Navy and the order of the British Empire by the British Government.



## BRIEF HISTORY OF THE COAST GUARD

What is now known as the United States Coast Guard began on 4 August, 1790, when, with the active support of Alexander Hamilton, an Act of Congress was passed creating a Revenue-Marine Service. The name was later changed to the Revenue-Cutter Service.

On 28 January, 1915, the U. S. Life-Saving Service was merged with the Revenue-Cutter Service and the combined organization was officially designated as the United States Coast Guard.

On 1 July, 1939, the United States Lighthouse Service also was merged with the Coast Guard. On 28 February, 1942, the Coast Guard took over some of the duties of the Bureau of Marine Inspection and Navigation.

In time of peace, the Coast Guard is under the Secretary of the Treasury and is the largest Government law-enforcing body in existence. Some of its peace-time duties, in addition to those services already mentioned are: Prevention of smuggling of persons or narcotics and other contraband; maintaining an International Ice Patrol (established after the sinking of the *Titanic* in 1912); operating Meteorological Stations; maintaining aids to navigation; rendering emergency assistance in time of flood or any national disaster. (For example, when the Pennsylvania Railroad's Congressional Limited was wrecked near Frankford Junction on 6 September, 1943, Regular Coastguardsmen and Temporary Reservists rendered emergency assistance.) The Coast Guard's duties extend to all navigable waterways of the United States and its territorial waters. Another important service is the training of civilians in navigation and the handling of small craft. On 19 February, 1941, an Act of Congress authorized the creation of the Coast Guard Auxiliary in which private citizens who owned small craft might voluntarily enroll.<sup>1</sup> The same Act, as

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<sup>1</sup> See p. 17.

it happens, created the Coast Guard Reserve, which is similar to the Naval Reserve, and the Temporary Reserve in which men and women could enroll for part-time service without pay. Coast Guard training was set up at New London in 1910 and the new buildings of the Coast Guard Academy were built there in 1932. Its purpose is similar to that of the other two Service Academies and its academic standing in recent years has been very high.

In time of war, the Coast Guard becomes a part of the Navy. On 1 November, 1941, the President of the United States ordered the Coast Guard transferred to the Navy. Thus, to the peace-time duties of this Service, there were added such war-time duties as the following: Anti-Submarine Patrol, convoying, guarding all harbor and port installations, operating certain troop transports and other vessels for the Navy, manning landing craft which were used in five amphibious operations in Europe, and in virtually all the landings in the Pacific, maintaining an Air-Sea Rescue Patrol, Air-Sea navigational aids, and some mid-ocean weather stations. At its peak strength, the Coast Guard numbered 172,000 including the Women's Auxiliary, the SPARS;<sup>2</sup> it manned 775 cutters and 3,511 other craft as well as 600 Army and Navy vessels. These vessels included LST's, LCI's, troop transports, destroyer escorts, tankers, tugs, freight ships, subchasers, and others. The Coast Guard also operated all LORAN (Long Range Navigation) Stations. The creation of the Temporary Reserve permitted enrollment on a part-time basis of members of the Coast Guard Auxiliary for active duty in connection with the Coast Guard's war effort. At peak strength, the Auxiliaries in the Temporary Reserve totaled about 24,000; they were active in all parts of the United States.

Part-time enrollment in the Temporary Reserve was also authorized for Volunteer Port Security Forces, of which there were twenty in operation in the United States including one in Puerto Rico. The maximum enrollment of the VPSF was about 20,000. The Philadelphia Regiment, whose history is told in the

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<sup>2</sup> The name SPAR is derived from the initial letters of the words of the Latin motto of the Coast Guard, SEMPER PARATUS, and the initial letters of the English translation of that motto, ALWAYS READY.



following pages, was the original VPSF and upon it were modeled all the others. During the period of great expansion, the Commandant of the Coast Guard was Admiral Russell R. Waesche under whose capable administration the Coast Guard made great progress. Admiral Waesche retired as of 1 January, 1946. Vice-Admiral J. F. Farley, USCG, succeeded him as Commandant.

For reasons of military security, all pilots and pilot's association employees were enrolled in the Temporary Reserve of the Coast Guard and were placed under the general control of the District Coast Guard offices.

In the Fourth Naval District there have been the following types of TR enrollment:

- (a) Volunteer Port Security Force
- (b) USCG Auxiliary
- (c) Pilots
- (d) CG Police
- (e) MM Inspectors
- (f) Civil Service Employees
- (g) Miscellaneous (Dog, Horse, etc.)

## PREFACE

No history of the Philadelphia Regiment, Volunteer Port Security Force, could do justice to the sincerity, the sacrifice, and the success of the thousands of men and women who gave their time and energy to the prosecution of an important task as members of a unique organization, popularly known as the Temporary Reserve of the United States Coast Guard.

The compilation of this history has been made possible by the generous help of unit commanders, department heads, and many other persons. Especial thanks are due to Commodore M. R. Daniels, USCG, District Coast Guard Officer of the Fourth Naval District, and to Captain R. J. Mauerman, USCG, Assistant DCGO and Captain of the Port, under whose command the historian has had the good fortune to serve. They have at all times been most helpful and encouraging.

Essential information and valuable criticisms have been furnished by Harold W. Scott, first Commanding Officer of the Regiment, and by E. Lewis Burnham, Executive Officer, who have read all the material here included. Much helpful material was made available by former Commander (T) J. Bennett Nolan, Deputy Director of the U. S. Coast Volunteer Training Institute. Indispensable has been the assistance of Lieut. (jg) (T) Annie E. Robinson, USCG (WR), Assistant Historical Officer, who devoted many hours to typing, note-taking, writing letters and to other tedious tasks.

Your Historian is glad to have had an opportunity to set down the story of men and women whose work he had the good fortune to share for some two years, and whose accomplishments he has been in a good position to appreciate. He knows the discomforts of the man on the line who serves in all weather, for he served in five areas as a Seaman 1/c. He is familiar with the

responsibilities and the hazards of every post ashore or afloat, for he has visited them all as Military Inspection Officer. He can vouch for the excellence of the preliminary training given to newly-enrolled personnel for he went through it himself and later acted, first as Assistant to the Training Officer and then as Regimental Training Officer. As to the remarkable results attained by the military training department, they are discussed in more detail elsewhere; he has observed them on many occasions in the Armories and on the waterfront. To the modest stories written by those who furnished data about Staff departments he has added some words of appreciation prompted by his knowledge of their accomplishments.

More than 100,000,000 tons of shipping were handled in the Port of Philadelphia during the war years. Yet, in spite of the hazardous nature of much of the cargo, the shortage of man-power to handle the loading and unloading, the pressure of demands for ever-faster turn-around of ships in port, and the presence of many neutral vessels with their special problems of alien seamen, foreign agents, and sabotage possibilities, the accident-rate was reduced, no incidents of sabotage occurred, no fire got out of control.

In the life of a democracy, such an achievement as this, which was brought about by the work of unpaid volunteers, is very significant. For it is not the democracy that works, but the citizens who make it work. The three million man-hours which these men and women contributed to our Country stand as proof of their service. Few people fully realize the magnitude of the operation and the enormous amount of work that was performed by Line and Staff. Your Historian feels confident that those who read this History will come to realize these things.

The City of Philadelphia owes a debt of gratitude to The Philadelphia Regiment, Volunteer Port Security Force, of the Temporary Reserve of the United States Coast Guard; the citizens of the City should take the greatest pride in the success and the achievements of an organization that led the way for the rest of the country.



## DEVELOPMENT OF THE REGIMENT

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### *The Emergency*

On 25 February, 1942, President Roosevelt directed by executive order that the Secretary of the Navy take the steps necessary to protect waterfront facilities in the United States, Alaska, Hawaii, Puerto Rico, and Virgin Islands against injury from sabotage or subversive actions.<sup>1</sup> Almost immediately the Secretary of the Navy delegated the authority and responsibility thus conferred upon him to the Commandant of the Coast Guard.

It is fortunate for the nation that the Commandant of the Coast Guard at the time of this delegation of authority was Vice Admiral Russell R. Waesche, a man who was eminently qualified to carry out such an assignment and who had had a long and successful career. The progress which was made under his administration as Commandant gives the best evidence of his ability and achievements.

The Coast Guard was responsible for protecting more than 50,000 miles of coast line and for the safety of thousands of docks, piers, and other harbor installations. Fire protection and conveying of commercial vessels also fell to their lot, yet only about 19,000 men were enrolled at the time. In addition to a very large increase in the Coast Guard Reserve and the admirable assistance given to the patrolling of the coast and harbors by the men of the Coast Guard Auxiliary, who had enrolled in the Temporary Reserve,<sup>2</sup> a great deal of extra help was needed for the guarding of land installations. Regular Coast Guardsmen were called upon in increasing numbers for service in all the theatres of war. They were the men who were skilled in handling small boats and they were sorely needed for the landing operations already contem-

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<sup>1</sup> Executive Order No. 9074.

<sup>2</sup> Members of the Coast Guard Auxiliary were given the opportunity to enroll in the Temporary Reserve.

plated for North Africa and the Pacific. It was evident that this huge task could not be accomplished without tapping some other reservoir of manpower.

### *Development of the Temporary Reserve*

It was the consideration of this urgent problem which caused the Commandant on 17 June, 1942, to issue his order to all District Coast Guard Officers outlining the general provisions for the employment of part-time Reservists serving *without pay*. The foundation for this order rested upon an Act of Congress dated 19 February, 1941,<sup>3</sup> called the *Coast Guard Auxiliary and Reserve Act*. Section 206 of this Act specifically authorized the Commandant to enroll Reservists upon temporary active duty, without pay, and to confer upon them the appropriate ranks, grades, or ratings which their respective services warranted. This was a unique idea and required special provisions for methods of enrollment and disenrollment of men and women, allowance for uniforms, and matters of discipline. The organization thus contemplated was to be a military organization administered by the Commandant with the concurrence of the Secretary of the Navy. The time to be served by these "Temporary Reservists" was finally fixed at twelve hours a week. Subsistence and expenses were authorized under proper conditions, and training was required. Men and women thus enrolled were classed as members of the Temporary Reserve of the United States Coast Guard. The idea of a Volunteer Port Security Force to serve under such an arrangement occurred to several people, but the first practical steps toward working out a plan (later to be called the *Philadelphia Plan*) were made in Philadelphia in 1942.

### *Developments in Philadelphia*

The Port of Philadelphia, which is the largest fresh-water port in the world, had played an important part in World War I. An equally important responsibility in World War II was contemplated. The Fourth Naval District, which includes Phila-

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<sup>3</sup> Act of 19 February, 1941 (55 Stat. 9-14) Public Law 8, 77th Congress.

delphia, was in charge of Captain Eugene A. Coffin, USCG, District Coast Guard Officer. His District stretched from Manasquan Inlet on the north to Fenwick Island on the south. Captain Coffin obviously did not have sufficient manpower (there were only 800 men available) to protect Philadelphia's twenty miles of Delaware River waterfront.

On 18 April, 1942, Frank Knox, Secretary of the Navy, accompanied by Admiral Russell R. Waesche, Commandant of the Coast Guard, visited Philadelphia and discussed the problem of protection of the port with Captain Coffin. It was evident to these men, too, that the protection afforded was insufficient.

In the meantime, Donald F. Jenks, Deputy Director, Division of Railway Transport, at the Office of Defense Transportation, and Dimitri F. White, Philadelphia Chairman of the British Ministry of War Transport Committee, who had been an officer in the Imperial Russian Navy and in the British Navy, were working together on a definite plan for port protection. Interestingly enough, both men were members of the Franklin Inn Club of Philadelphia, many of whose members later joined the Philadelphia Regiment.

On 11 May, 1942, the Jenks-White plan was sent to V. V. Boatner, Director of the Division of Railway Transport, ODT, at Washington. It was thought that a Regiment of 1,000 men with one hundred fifty-two commissioned officers, would suffice for Philadelphia. The suggestion was made that the old, and typically American custom might be followed in raising this force by allowing the officers to muster their own companies.

A Regimental School was outlined, and the idea of establishing similar volunteer forces in other ports was suggested. This outline of training, though modified as time went on, formed the backbone of the work of the Training School at Philadelphia.

Boatner thought well of the plan, and suggested that it be put before Captain Coffin. Jenks and White called on Captain Coffin on 14 June. How doubtful he was of the feasibility of the scheme may be seen from the following excerpt from his letter of 15 June to Jenks: "Of course the practical success of this plan



depends entirely upon the caliber of the humble watchman you may be able to enlist to carry it out and whether or not you can maintain his interest. No matter how earnest and sincere the 'brains' of the outfit may be, if the man on the dock loses his patriotic interest—and he is getting no pay for his work—the whole scheme falls flat on its face."

Among the "humble watchmen," as it turned out, were some of Philadelphia's most able citizens; thousands of patriotic men and women anxious to serve the nation joined them. Officialdom, at first hard to convince that volunteers would donate their services, stick to their job, and perform their duties with fidelity and zeal, later came to admire the fine work that was done.

Captain Coffin gave Jenks and White a letter to Rear Admiral S. V. Parker, DCGO of the Third Naval District, and suggested a conference. White and Jenks talked to Admiral Parker on 27 June and found him enthusiastic about the plan. He advised that it be brought immediately to the attention of the Commandant of the Coast Guard.

The plan was, therefore, presented to Admiral Waesche on 10 July, 1942, in Washington at a meeting to which he had invited four of his staff, all at that time with the rank of Captain: Chalker, Gorman, Donohue, and Hall.

### *The "Philadelphia Plan" Gets Under Way*

The result of the conference was acceptance of the plan. Jenks and White were to confer with Captain Coffin and proceed immediately with the enrollment of volunteers. Captain Norman Hall was appointed liaison officer between CG Headquarters and the head of the new volunteer force as soon as it was organized. The question of government support in the form of uniforms and maintenance, and details about uniform were not settled at that time. (It was not until the spring of 1943 that CG Headquarters announced that a regular issue of uniforms would be made to Temporary Reservists who agreed to serve at least twelve hours a week.)

As a result of another conference, it was directed by Captain Coffin that the force should get under way. By order of Admiral Waesche, "This force would be directly under the control of the DCGO, 4th Naval District, to be used by him in the patrol of the Philadelphia waterfront for security measures." This general definition of the duties of the Force was amplified by later directives, as in a letter from Admiral Chalker to Captain Coffin dated 24 November, 1942:

"Members of the Philadelphia Volunteer Regiment may be used as guards upon vessels and waterfront facilities. It must be emphasized, however, that members of this Regiment will only supplement and not supplant the guard facilities furnished by the operators and owners.

"In exceptional cases where guards cannot be obtained and the Captain of the Port or the District Coast Guard Officer is convinced that all reasonable efforts to obtain them have been made, Coast Guard personnel may be employed for temporary periods until private guards can be obtained. In this connection, service of members of the Philadelphia Volunteer Regiment may be used."

The scope of duties as here outlined was not so wide as the organizers had hoped for. It was a directive from the Commandant, dated 1 June, 1943, that finally established these duties: "A Volunteer Port Security Force constitutes the medium for assembling the necessary part-time personnel and properly training them for the Port Security duties expected of them. Upon completion of the prescribed training, such persons are enrolled as Temporary Members of the Reserve. The Force then becomes responsible for furnishing the personnel to carry out specific assignments made by the Captain of the Port."<sup>4</sup>

The Philadelphia Regiment proved its ability to accept full responsibility for manning posts afloat and ashore while using its own personnel exclusively, and this fact was recognized by Headquarters.

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<sup>4</sup>The Captain of the Port serves under the District Coast Guard Officer and is responsible for the security of the port under his command and for the enforcement of all Coast Guard regulations governing it.

*The Beginnings of Regimental Organization*

The selection of a Commanding Officer for the volunteer Regiment and the selection of the Superintendent of the Training School were vital matters. The Regiment was fortunate in this respect. On 29 July, 1942, Harold W. Scott was selected as Commanding Officer of the Regiment; he was sworn in with the rank of Commander on 17 August, 1942. He was Vice President of the Pennsylvania Company, etc., and in the First World War had risen from seaman to Lieutenant (j.g.) in the Navy. He devoted a tremendous amount of time and energy to his work with the Regiment. It was he who supervised its growth and its successes. Edward C. Page was sworn in with him and was appointed Executive Officer with the rank of Lieutenant Commander.

Lieutenant Commander Edward C. Page was the first man who volunteered for full-time service to Commander Scott; he served with him through all the early organization trials and tribulations, seven days a week, day and night, sometimes into the wee small hours. As Executive Officer, he had complete charge of Headquarters since Commander Scott maintained his office in the Packard Building. Mr. Page served for two and one-half years with unflagging zeal and loyalty and was responsible for many of the improvements and suggestions in the evolution of the Regiment.

Wheaton J. Lane, a former member of the History Department at Princeton, was chosen as Superintendent of the Training School with the rank of Lieutenant Commander.

During the months of August and September, the selection of other key officers and a site for Headquarters were the primary concern for the organizers. For a time, the Packard Building donated office space; later, the Land Title Building most generously and patriotically donated a large amount of space which was used until the VPSF Headquarters moved in with the Coast Guard Headquarters in the Ayer Building. An organization known as the Friends of the Regiment undertook the task of raising money to finance the work of organization. The chairman



was William W. Bodine, President of the United Gas Improvement Company. Their goal of \$25,000 was reached and passed in less than a month. About 270 individuals and corporations contributed a total of \$26,473.15.

The following additional men were enrolled: Supply Officer, Albert H. Larsen, Jr.; Patrol Officer, Earle Smith, with the following assistants—E. Lewis Burnham, Frank Eby, Samuel Rosenberg, Walter Alessandroni; Public Relations Officer, Patrick J. Stanton; Personnel Officer, William C. Chambers; and Security Officer, Charles S. Johnson.

A great deal of publicity<sup>5</sup> accompanied all this work and plans went forward to establish the Training School. On 4 August, 1942, at a conference attended by Jenks and White and a number of other interested persons, Laurence H. Eldredge, Professor of Torts at the University of Pennsylvania Law School, was selected as Administrative Assistant of the School. With his assistance and with the patriotic cooperation of President Thomas S. Gates and the University of Pennsylvania, the University gave, free of charge, the use of the Law School Building, which at that time, on account of the war, was not being used to capacity. Professor Ralph B. Allen, of the faculty of the University of Pennsylvania, was appointed Academic Assistant. Men on line duty were to carry a Smith and Wesson .38 and the training program had to include training in small arms. On 8 August, Mr. Sigmund S. Harrison, who had been put in charge of gunnery instruction, reported that the pistol range of the Lower Merion Police Department had been made available for use by trainees. The School was officially known as the *United States Coast Guard Training School*.

### *The First Class in Training School*

On 13 August, 1942, the first class was scheduled to meet at the Law School. In spite of a cloudburst, 182 trainees reported; not a man was absent. This fact was evidence of the sincerity of

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<sup>5</sup> See p. 79.

those who were undertaking the work of the Regiment. It is interesting to note at this point that a grand total of more than 6,690 men and women enrolled in the Training School.

On 25 August, Captain Norman B. Hall attended the Training School and Laurence H. Eldredge was on 26 August, 1942, appointed Lieutenant.

It had been decided that the volunteers should wear an official uniform, but the design of that uniform had to be worked out. The present Coast Guard Shore Establishment uniform was the result, which happily avoided the jumper and bell-bottom trousers, and which was really a fore-runner of the recently considered Navy Uniform. It took a long time for specifications, design, procurement of material, and manufacture. It is to be noted that the uniforms worn by all rated or non-rated personnel as well as by men officers were exactly the same as those of similar rank or rating in the full-time Coast Guard. The women volunteers at first had a uniform distinctive from that of the Spars, but this was finally changed to the regulation Spar uniform with a few exceptions, e. g., officers wore Royal blue braid rather than the Reserve blue worn by Spar officers; the garrison cap was the only hat authorized for Temporary Reservists and the white dress uniform was not authorized because the "TR's" were considered a working unit. There was some delay, as has been said, in securing uniforms and getting the trainees in actual service. In this interim a review was arranged for classes four to nine. This took place on 6 November, 1942. The Commandant was represented by Admiral L. T. Chalker. Captain Hall joined him and Captain Coffin and Commander Scott in conducting the Review. The 700 trainees acquitted themselves well.

Anita P. (Mrs. William J.) Clothier was appointed with the rank of Lieutenant as Senior Woman Officer of the national VPSF. Lieutenant Clothier was later promoted to Lieutenant Commander (now Commander) and was made Senior Woman Officer of the entire Temporary Reserve Division.

*The Volunteer Training Institute*

At this time was founded the Coast Guard Volunteer Training Institute for the purpose of assisting in the establishing of units in other ports. This led to the appointment on 17 March, 1943, of Amos J. Peaslee as Executive Director with the rank of Commander. Amos J. Peaslee was internationally famous for his knowledge of International Law and Sabotage. It was his brilliant and determined efforts which, after twenty-six years, led to the settlement of the Black Tom-Kingsland Case in which the German Government was found guilty of organized sabotage in the United States long before war was declared in 1917.

The Volunteer Training Institute was instrumental in outlining the courses of training set up in Philadelphia.

*National Head Selected*

Dr. Arnaud C. Marts, who was President of Bucknell University and Director of the Pennsylvania State Council of Defense, was asked to assume the position of head of the VPSF by the Commandant. (Later he became Chief of the Temporary Reserve Division of the entire Coast Guard.) Dr. Marts accepted this appointment and on 18 January, 1943, was given the official title of Special Assistant to Admiral Robert Donohue, Chief Personnel Officer of the Coast Guard for the Volunteer Port Security Force with the rank of Captain.

*The Regiment Goes on Duty*

On 23 December, 1942, the first regular duties were assumed, Platoon 1, under the command of Ensign Daikeler, took over Pier 53, South Wharves, relieving the regular CG detail stationed there, and Platoon 7, under the command of Ensign Vanderherchen, took over Pier 82, South Wharves.

Captain Marts visited Philadelphia on 4 February, 1943, and observed the organization and operations of the Regiment.

## COMMAND OF THE REGIMENT

Thus, under the leadership of Commander Harold W. Scott, the Regiment grew from nothing to a strength of more than three thousand, to thirty-six platoons, which became twenty-six companies and six Area Commands comparable to Battalions. It



extended its scope of operations from a few piers and a few areas, furnishing a supplementary protection, to the full responsibility for the security of all the important deep-water facilities of Philadelphia on the Delaware. After serving for almost two and one-half years, and devoting himself with whole-hearted enthusiasm to the work of the Regiment, Commander Scott resigned on 5 January, 1945, and was succeeded by Commander Amos J. Peaslee who was appointed Commanding Officer pro tem by Headquarters in Washington. Commander Peaslee, who had been Executive Director of the Coast Guard Volunteer Training Institute, brought to the Regiment a wide knowledge of the nation-wide establishment and operation of port security forces. On 1 March, 1945, the command of the Regiment was given to Lieutenant Commander John R. Hartman by the District Coast Guard Officer. He had been associated with the Regiment since its early days; because of his experience as Coordination Officer, he was intimately acquainted with the operations of VPSF Headquarters and the staff. He instituted a number of helpful improvements in the paper work and speeded several operations which had been long and tedious. On 1 May, 1945, Arthur S. Gow who, with the rank of Lieutenant, had been Commander of Area V, by order of Headquarters in Washington was made Commanding Officer of the Regiment, and was promoted to the rank of Commander.

Commander Gow brought to his work long experience on the Line together with experience as an officer in the First World War. His keen interest in the Line operations was shown by his frequent visits to the waterfront. Under his command, the work of the Regiment proceeded smoothly and efficiently and it was under his command that the Philadelphia Regiment, VPSF, closed its operations on 30 June, 1945, and was disenrolled on 30 September, 1945, amid the congratulations of all hands.

#### TERMINATION OF DUTY

With exception of a few officers and a few members of the Office Detail, the members were on inactive status. Following the Regimental Review on 28 September, formal disenrollment took place on 30 September, 1945.

Headquarters ordered that all men and women who had not been advanced or promoted since 16 July, 1945, should be advanced or promoted one grade or rank up to Commander. Warrant Officers became Ensigns and the rank of Warrant Officer was abolished. All Chiefs were appointed Ensigns.

A later order awarded the Victory Medal to members of the Regiment. The American Theatre Medal was also awarded to all who had served "A year of days," i. e., had been on duty for at least three hundred sixty-five days between 7 December, 1941, and a date to be announced.

UNITED STATES COAST GUARD

Philadelphia 6, Pa.

Address reply to

DISTRICT COAST GUARD OFFICER (d)

Fourth Naval District

Refer to file: CG-790

30 June, 1945

To: The Officers and Men of the Volunteer Port Security Force, Fourth Naval District.

Subj: Termination of responsibility.

1. The powers-that-be have determined that the responsibility for the security of the Port of Philadelphia shall, after 1 July, 1945, be vested in the regular establishment of the Coast Guard. This means, of course, a complete cessation of those duties for which you so courageously volunteered.

2. In a sense I am glad that this is the case. On more than one occasion I have given my word to the officers that neither they nor the men under their command would be retained on active duty one day longer than was essential to the further prosecution of the war effort. If the Port which you have so zealously guarded is presumed secure without your added help, it is only fitting that you should be released forthwith from a task which at times must indeed have been onerous during these trying years.

3. Many of you will recall those portentous days in the summer of 1942 when the Volunteer Port Security Force, now a gigantic nationwide organization, had its beginnings in the Fourth Naval District. My faith in you men, apparent in my willingness to inaugurate such an unheard of project, has been amply vindicated by the job you have done.

4. There will be speech-making; there will be many, many words of well-earned praise. For my part, may I simply say that it has been an honor to have such men serve under my command.

/s/ E. A. COFFIN

E. A. Coffin

*Captain, USCG*

## SIGNIFICANT DATES IN THE HISTORY OF THE REGIMENT

19 September, 1942	Mass induction of first members in Independence Square
23 December, 1942	First platoons went on duty at piers 53 and 82, South Wharves
30 December, 1942	Girard Point taken over
14 February, 1943	Area III, piers 64, 72b, 78, 80, 84 South Wharves, taken over
7 April, 1943	Area II, piers 96, 98, 100, 103, South Wharves, taken over <sup>6</sup>
21 May, 1943	First Regimental Review, at Convention Hall
26 June, 1943	Area IV, piers 53, 55, 56, 61, South Wharves taken over. (Pier 48 was added later.) <sup>7</sup>
24 October, 1943	Port Richmond, the Reading Railroad terminus, taken over
1 July, 1944	Regiment reorganized into companies
4 August, 1944	Second Review, at Convention Hall, Coast Guard Shields of Honor presented to the Regiment; also to Dimitri F. White, Donald Jenks, Commander Harold W. Scott
17 May, 1945	Enrollment in the Temporary Reserve ceased at 2400
1 July, 1945	Regiment placed on inactive status
19 September, 1945	General promotion of one rank or rate for all personnel up to Commander
28 September, 1945	Third and final review, at Convention Hall. Presentation of Regimental Colors to Historical Society of Pennsylvania
30 September, 1945	Regiment disenrolled <sup>8</sup>

<sup>6</sup> Area II was turned over to the Army on 17 December, 1944, by order of the District Coast Guard Officer.

<sup>7</sup> Pier 16, S. W., was manned when necessary; the guard was furnished from either Area IV or Area V.

<sup>8</sup> A number of officers and members of the office detail remained on active duty until final disenrollment of the Regiment; another group, who took care of the disenrollment paper work, was disenrolled on 31 October, 1945.

## MILITARY STRUCTURE

The original Plan of Messrs. White and Jenks called for six hours of service once each week. Before there was any public announcement of the Plan, this was changed to six hours each sixth day so that each man might serve every day in the week, in cycles. This plan avoided over-manning at weekends and under-manning during the business days of the week. The Plan called for 152 officers and 1,000 men—obviously, a top-heavy ratio of officers. But for quick training, it was determined to make each platoon small in the beginning. The complement was one Ensign, two Warrant Boatswains, four CBM, four BM1C, and sixteen Seamen. The platoon was organized into two watches of two squads each. One Boatswain had the Port Watch and the other the Starboard Watch. Each of the squads of six enlisted men served for six hours, a Boatswain acting as Officer of the Watch for the twelve hours covered by his two squads. The Ensign in charge of the Platoon had twenty-four-hour duty, but was required to be physically present only during a portion of each of the four six-hour watches included in his day of responsibility.

A military organization is only as good as its morale and this is especially true of a volunteer military operation. The development of morale had to be carefully planned; good men are never proud of themselves or of their organization if either discipline or duty is soft or lackadaisical. It was determined, therefore, to have stiff military discipline. Beginning with small units at the platoon level, with a large complement of officers and petty officers, every effort was made to stimulate pride in competitive performance and security knowledge. Finally, a total of thirty-six platoons, without intervening military command, responded directly to Regimental control. The next step was to enlarge the size of the platoon complement. This was done by raising the number of squads from four to six, making a total of thirty-six enlisted personnel. This involved advancement of enlisted personnel, which is always good for morale. This was followed by an increase in the size of each of the six squads within the platoon



to eight men, or a total of forty-eight per platoon. After this added complement was thoroughly trained and was functioning satisfactorily, the squad was increased to ten enlisted men with one Coxswain allowed for each squad. This increased the size of the platoon to sixty enlisted men. This program materially aided the development of the Regiment since it avoided placing inexperienced complete units on duty, especially when full responsibility had been assumed for the guarding of certain facilities. Since the paper work was increasing, a Yeoman, man or woman, was added to the table of organization for each platoon.

Because of the six hours' service every sixth day, the platoons were assigned to duty in groups of six, one for each day of the six-day cycle of service. Platoons 1 to 6 and 7 to 12 began duty on 23 December, 1942; Platoons 13 to 18 on 30 December, 1942; Platoons 19 to 24 on 9 January, 1943; 25 to 30 on 14 February, 1943, and 31 to 36 on 7 April, 1943. Additional war facilities were placed under the responsibility of the Regiment by the DCGO through formal interchange of letters each time an additional group of platoons went on duty.

The morale of the units reached a high level; they had expanded in size, and the officer ratio was reduced to proper proportions.<sup>1</sup> The next step was to set up intervening organization. The waterfront was divided into areas; each area included contiguous facilities comprising all war piers in a given territory. Platoons were first assigned in cycles and in rotation to all areas. After they were thoroughly familiar with the entire waterfront, and with the specific security problems of each area, units were assigned permanently to given areas. Those units were then placed under area command in a setup which was comparable to a battalion organization. Some areas required six platoons, others, twelve. As of 1 July, 1944, the Regiment was reorganized into companies, twenty-four in number, providing more effective control for the Area Commander and his staff. These companies were designated by the usual letters of the alphabet; the letters "Q" and "U" were not used.

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<sup>1</sup> The authorized percentage of officers in the Regiment was approximately six per cent.

## CYCLE OF SERVICE

The original Plan of serving six hours every sixth day would, theoretically, have required 2,400 men to maintain constant coverage of 100 posts. Moreover, since it is sound planning to have one spare man for every three men in order to maintain a continuous watch, 3,200 men would have been needed to man 100 live posts continuously. An additional 300 officers and enlisted personnel—male and female—would be required on the staff to handle all paper work. It was decided, therefore, to increase the hours of weekly service. The National Standard, based upon the Philadelphia experience, became twelve hours active duty per week. In the meantime, however, the Philadelphia Regiment had lengthened each watch; instead of four watches of six hours each, there were three watches of eight hours each day; the A Watch from 0000 to 0800, the B Watch from 0800 to 1600, and the C Watch from 1600 to 2400. The six squads within each platoon were assigned in pairs on rotating watches. On this basis a man served every sixth day but had to lose the entire day from his business at most only once every eighteen days, and sometimes not even then because his B Watch might fall on a Saturday or Sunday. The Philadelphia Regiment was given the privilege of serving eight hours every five days since this is practically the equivalent of twelve hours per week (604 hours a year on the former basis and 624 on the latter). By virtue of this plan, the same number of men were able to give better coverage. After 1 July, 1944, when companies were formed, it was possible for the Commanding Officer to hold just six Area Commanders responsible, while the Area Commanders, in turn, even in the largest areas, would have a maximum of five Company Commanders to control. In the two smaller areas, two over-sized companies in each case covered the five-day cycle.

## MUSTER

Table I

The muster of the Regiment at various dates

Date	Officers		Men <sup>2</sup>		Totals		Grand Total
	Staff	Line	Staff	Line	Staff	Line	
11 Oct '44	54	101	296	2729	350	2830	3180
3 Jan '45	53	105	330	2656	383	2761	3144
28 Mar '45	61	117	308	2733	369	2850	3219
30 Jun '45	53	130	310	2610	363	2740	3103

Table II

Number of officers and men who actually served on line duty on various dates

	No. Officers <sup>1</sup>	No. Men	Grand Total
23 December, 1942	36	325	361
20 June, 1943	108	1440	1548
11 October, 1943	110	1735	1845
31 December, 1943	110	1750	1860
29 March, 1944	110	1680	1790
28 June, 1944	115	1665	1780
4 October, 1944	101	2182	2283
13 January, 1945	117	1846	1926
28 March, 1945	117	1907	2027

After V-E Day, the number of men required on line duty was greatly reduced.

Table III

Weekly records of total watch hours served on the line exclusive of officers' time on line duty

Week of	Number of Men		Watch Hours for Week
	on 85 Duty <sup>3</sup>	on 127 Duty <sup>4</sup>	
19 Dec. '43	2214	332	19,704
28 Mar. '44	2134	333	19,070
28 June '44	2135	303	18,898
29 Aug. '44	2303	485	21,334
4 Oct. '44	2621	595	24,538
13 Dec. '44	2417	539	22,570

Area II having been returned to the Army, line units began serving once in six days

3 Jan. '45	1916	404	17,752
28 Mar. '45	1975	427	18,362
23 May '45	2040	467	19,122

Following V-E Day, the need for men was reduced

27 June '45	1368	282	12,636
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The high-point of watch hours was reached in the week of 4 October, 1944, when a total of 24,538 hours was served.

<sup>1</sup> The authorized percentage of officers in the Regiment was approximately six per cent.

<sup>2</sup> Includes women.

<sup>3</sup> i. e., eight hours every five days.

<sup>4</sup> i. e., twelve hours a week (some men could not serve eight-hour watches; arrangements were made for them to serve two six-hour watches instead).

## MUSTER ROLL—CONTROL SHEET, MARCH, 1944

On Hand, March 1	Total	Officers	Warrants	C. P. O.	P. O. O.	P. O. 1c.	P. O. 2c.	P. O. 3c.	Sea. 1c.
Corrections:	2,982	71	88	272	201	102	268	1,980	
Robinson, Milton	—	—	—	—	—1	—	—	+1	
6107-918	—	—	—	—	—	—	—	+1	
Schenkel, Edward C.	2,982	71	88	272	200	102	267	1,982	
6108-264	121	—	—	—	—	—	4	117	
Enrolled During Month	—	—	—	—	—	—	—	—	
Disenrollments	3,103	71	88	272	200	102	271	2,099	
	95	—	1	4	6	1	3	80	
	—	—	—	—	—	—	—	—	
Advancements (32 Items)	3,008	71	87	268	194	101	268	2,019	
	—	+3	-2	-2	-2	-1	-1	-1	
	—	-1	+2	+2	+3	+5	-2	-3	
	—	—	—	—	—	+2	-2	-14	
	—	—	—	—	—	—	+14	-1	
	—	—	—	—	—	—	+1	—	
On Hand, 31 March, 1944	3,008	73	87	268	195	107	278	2,000	
Total Disenrollments to 31 March, 1944	750	—	—	—	—	—	—	—	



## MUSTER ROLL—CONTROL SHEET, JUNE, 1944

	Total	Officers	Warrants	C. P. O.	P. O. 1c.	P. O. 2c.	P. O. 3c.	Sea. 1c.	Sea. 2c.
On Hand, 1 June, 1944	3,002	72	79	257	172	115	261	2,046	
Enrolled During Month	265	—	—	1			1	263	
Correction Disenrollment	1	—	—	—	—	—	—	1	—
Disenrollments	3,268	72	79	258	172	115	262	2,310	—
	142	5	4	5	6	3	11	108	—
	3,126	67	75	253	166	112	251	2,202	—
Changes in Personnel: (54 items including 3 dis- ratings)		+1	-1 +6	-6 +8	-5 +9 -1	-2 -7 +9	-2 -7 +19 -1	-1 -1 -19 +1 -1	+1 1 <sup>1</sup> —
On Hand, 30 June, 1944	3,126	68	80	255	169	112	260	2,181	—
Unassigned Status (included in above)	8	2	1	1	1	—	—	3	—
Total Unassigned to 30 June, 1944	14	2	1	2	2	—	—	7	—
Total Disenrollments to 30 June, 1944	1,300	—	—	—	—	—	—	—	—

## MUSTER ROLL—CONTROL SHEET, SEPTEMBER, 1944

	Total	Officers	Warrants	C. P. O.	P. O. ic.	P. O. 2c.	P. O. 3c.	Sea. 1c.	Sea. 2c.
On Hand, 1 September, 1944	3,437	70	80	249	152	131	291	2,463	1
Enrolled During Month	19		1					18	
Disenrollments	3,456	70	81	249	152	131	291	2,481	1
	107	1	2	3	6	3	7	85	
	3,349	69	79	246	146	128	284	2,396	1
Changes in Personnel: (132 items including dis- ratings)		+6 —6 +7 —7 +5	—5 +5	—5 +11 —1	—9 +17	—1 —11 +35	—1 —5 —25 +46	—10 —46	
On Hand, 30 September, 1944	3,349	74	79	251	154	151	299	2,340	1
Transferred from Unassigned Status for Month (in- cluded in above)	4			2				2	
Total Unassigned to 30 Sep- tember, 1944	15	3	1	2	1			8	
Total Disenrollments to 30 September, 1944	1,642								

## MUSTER ROLL—CONTROL SHEET, JANUARY, 1945

	Total	Officers	Warrants	C. P. O.	P. O. ic.	P. O. 2c.	P. O. 3c.	Sea. ic.	Sea. 2c.
On Hand, 1 January, 1945	3,260	98	70	228	149	162	331	2,220	2
Enrolled During Month	37						1	10	26
Disenrollments	3,297	98	70	228	149	162	332	2,230	28
	88	2		7	1	2	7	69	
Changes in Personnel: (79 items)	3,209	96	70	221	148	160	325	2,161	28
		+1	-1	-1	-12				
			+1	+12	-1	+7			
On Hand, 31 January, 1945	3,209	97	70						
Transferred from Unassigned Status for Month (in- cluded in above)	2		2						
Transferred to Unassigned Status for Month (in- cluded in above)	3			1	1			1	
Total Unassigned to 31 Jan- uary, 1945	32	7	1	6	3		2	13	
Total Disenrollments to 31 January, 1945	2,086								

## ORGANIZATION OF THE REGIMENT

(as of the close of operations in respective departments)

Commander Arthur S. Gow	Commanding Officer
Lieutenant Commander E. Lewis Burnham	Executive Officer

## STAFF

Lieutenant Commander Edmund C. Helveston	Personnel
Lieutenant Commander Frederick C. Higham	Operations
Lieutenant Commander Ezra B. Marter, 3rd	Fire Detail
Lieutenant Patrick Stanton	Public Relations
Lieutenant William K. Rhodes	Legal Officer
Lieutenant Emmanuel W. Wirkman	Security
Lieutenant (j.g.) John F. Gummere	Regimental Training and Military Inspection
Lieutenant (j.g.) James L. McVey	Military Training
Lieutenant (j.g.) John T. Brown, Jr.	Transportation
Lieutenant (j.g.) Charles E. Fernald	Enrollment Officer
Lieutenant (j.g.) Boris S. Chavin	Supply
Ensign E. Walter Hudson	Recruiting
Ensign Anita deH. Bispham	Women's Transportation
Ensign Martha E. Daikeler	Women's Office Detail
Ensign Helen Mikell	Women's Office Detail
Pay Clerk Irving Scharf	Finance Officer

The original table of organization of the line units of the Regiment was as follows:

CO	Commander
Executive Officer	Lieut. Comdr.
Operations Officer	Lieutenant
Assist. Operations Officers	Ensigns
Platoon Commanders	Ensigns
Platoon Watch Officers	Warrant Boatswains



Platoons were later frozen by areas, Area Commanders were appointed with the rank of Lieutenant (j.g.).

In July, 1944, a new table of organization for the Philadelphia Regiment was approved by Headquarters with the ranks as follows:

CO	Commander
Executive Officer	Lieut. Comdr.
Operations Officer	Lieut. Comdr.
Assist. Operations Officers	1 Lieut., 1 Lieut. (j.g.), 1 Ensign
Line units:	
Area Commanders	Lieutenant
Company Commanders	Lieutenant (j.g.)
Company Junior Officers	2 Ensigns (each commanding a platoon)
	2 to 3 Warrant Boat-swains

In the course of the development of the Regiment the following changes occurred in the officer personnel of the Operations Department. In October, 1943, Lieutenant Smith, on account of the pressure of his business, was obliged to become inactive. Ensign Burnham, later Lieutenant (j.g.), became Acting Patrol Officer. In March, 1944, CBM Gilson was transferred from Recruiting to Operations and became an Assistant Operations Officer. In August, 1944, Mr. Burnham was promoted to Lieut. Comdr. with the title of "Patrol Officer" which was changed to "Operations Officer" in January, 1945. In September, 1944, Ensign Rosenberg was promoted to Lieut. (j.g.). In March, 1945, on the retirement of Lieut. Comdr. Page, Lieut. Comdr. Burnham became Executive Officer and Lieutenant Rowland was made Operations Officer. Ensign Eby had, by this time, become inactive and CBM Lord was transferred from the Port Richmond staff to Operations as an Asst. Operations Officer.

In May, 1945, Lieutenant Rowland retired and Lieutenant Commander Higham succeeded him as Operations Officer.

For the first few weeks after the Regiment went on water-front duty, the Operations Officers served as OD's during the daytime and were responsible for designating as night OD's certain officers from a group which had not yet been given their permanent assignments. In February, 1943, the OD Department was set up and this work ceased to be a responsibility of the Operations Department.

#### CITATIONS

Panel convened by DCGO—4ND on 5 March, 1945, consisted of the following Members: Commander Emmanuel Desses, USCG.

Lieutenant Commander (T) E. Lewis Burnham, USCGR

Lieutenant Commander (T) Frank B. Hinline, USCGR

Lieutenant (jg) Wolcott W. Robinson, USCGR

Ensign (T) Annie E. Robinson, USCG (WR)

Citations awarded for specific actions:

1 May, 1945:

Perelman, Harry, Cox.—Company E CO Citation

(For attention to injured man found unconscious on icy pier.)

Strang, William B., Cox.—Company W CO Citation

(For helping FBI locate Army deserter on 26 April, 1945.)

Cohen, Abraham, SIC—Company E CO Citation

(For rescuing longshoremen who fell into river on 31 January, 1945.)

Schwartz, Davis A., SIC—Company D CO Citation

(For bringing to light the smuggling of invasion money by crew member of neutral vessel—30 December, 1944.)

Cuthbert, Allen S., SIC—Company J CO and Commandant's Citation

(For cool behavior and headwork on the occasion of an explosion aboard a ship, 23 April, 1945.)

15 June, 1945:

Dunlap, A. E., CBM—Company T      CO Citation  
(For alertness in assisting local police in connection with crewmen who had jumped ship.)

Sullivan, J. J., CBM—Fire Detail      CO Citation  
(For efficient work in eliminating further hazards following explosion on ship, 23 April, 1945.)

20 August, 1945: (For superior performance of duty throughout the period of activity of the Regiment.)

Commander A. S. Gow, Commanding Officer      CO and Commandant's Citation

Lieutenant Commander E. L. Burnham, Executive      CO and Commandant's Citation

Lieutenant Commander E. C. Helveston, Personnel      CO and Commandant's Citation

Lieutenant Commander F. G. Higham, Operations      CO and DCGO Citations

Lieutenant Commander E. B. Marter, Fire Detail      CO and DCGO Citations

Lieutenant J. T. Brown, Jr., Transportation      CO and DCGO Citations

Lieutenant B. S. Chavin, Supply      CO and DCGO Citations

Lieutenant J. Daikler, CO—Area I      CO and DCGO Citations

Lieutenant E. H. Fritsche, CO—Port Richmond      CO and DCGO Citations

Lieutenant J. L. McVey, Military Training      CO and DCGO Citations

Lieutenant E. A. G. Porter, CO—Area II      CO and DCGO Citations

Lieutenant B. B. Reath, 2nd, CO—Area IV      CO and DCGO Citations

Lieutenant J. L. Vanderherchen, CO—Area III      CO and DCGO Citations

Lieutenant E. W. Wirkman, Security      CO and DCGO Citations

Lieutenant W. V. Cherry, CO—Area V	CO and DCGO Citations
Lieutenant (jg) E. W. Hudson, Recruiting	CO and DCGO Citations
Ensign Anita deH. Bispham, Women's Transportation	CO and DCGO Citations
Ensign Martha E. Daikeler, Women's Office Detail	CO and DCGO Citations
Ensign Helen Mikell, Women's Office Detail	CO and DCGO Citations
Lieutenant (jg) T. P. Mikell, CO—Company E	CO and Commandant's Citation

(For preparation of Company E Manual—later adopted by Area II, and then by the Regimental Training Officer, and made available to Headquarters for use by other VPSF units. Also in recognition of his services as lecturer on waterfront practices at the Training Institute.)

26 September, 1945: (For superior performance of duty) CO Citation

Lieutenant Walter C. Groff, Executive Officer—Area I	
Lieutenant Murray H. Morse, Executive Officer—Area III	
Lieutenant Randall Seaman, Executive Officer—Area V	
Lieutenant Howard C. S. Helland, Executive Officer—Area Port Richmond	
Lieutenant Amos R. Williams, CO—Company A	
Lieutenant Carroll B. Maris, CO—Company B	
Lieutenant Thomas J. Reilly, CO—Company C	
Lieutenant W. West Frazier, III, CO—Company D	
Lieutenant John J. Herd, CO—Company F	
Lieutenant William M. Barstow, CO—Company G	
Lieutenant Albert R. Ettelson, CO—Company H	
Lieutenant Maurice E. Reeve, CO—Company I	
Lieutenant Samuel A. Goldberg, CO—Company J	
Lieutenant Frank A. Keegan, CO—Company K	
Lieutenant Arthur Horton, CO—Company L	



Lieutenant Charles D. Moon, CO—Company M  
Lieutenant H. Stuart Valentine, CO—Company N  
Lieutenant Preston M. Liversidge, CO—Company O  
Lieutenant Warren H. Woodring, CO—Company P  
Lieutenant Herman A. DePova, CO—Company R  
Lieutenant Archie M. Morton, CO—Company S  
Lieutenant James T. Gross, CO—Company T  
Lieutenant Philip Price, CO—Company V  
Lieutenant Percy W. J. Cannon, CO—Company W  
Lieutenant John Wintersteen, CO—Company X  
Lieutenant F. Addison Urie, CO—Company Y  
Lieutenant Donald R. Taylor, CO—Company Z  
Lieutenant John F. Gummere, Regimental Training Officer  
Lieutenant Willard P. Graham, Night Personnel Officer  
Lieutenant Charles G. Lester, Personnel Assignment Officer  
Lieutenant (jg) John P. Henrie, Asst. Personnel Officer  
Lieutenant (jg) Alvin R. Hall, War Bond Officer  
Ensign Charles H. Tucker, Executive Officer—Area IV  
Ensign Frank M. Flynn, Pistol Instructor  
Ensign Irving H. Scharf, Finance Officer

## THE STAFF

In the following accounts of the operations of the numerous staff departments, ranks and ratings are given as they were before the general promotion of September, 1945.

Anyone who reads of the work of the Staff will realize that behind the men on the line was a group of able and intelligent men and women who did their best to support the work of guarding the waterfront. There are many instances of extraordinary service to the Regiment, including ingenious plans and devices for some aspects of staff work.

It is most unfortunate that, in the general house-cleaning which followed formal disenrollment, a great deal of material that would have been invaluable to a Historian was destroyed. For example, the Statistical Department had put into operation a Key file which yielded interesting information as to the occupations, ages, dependents, experience, and other vital statistics of the members of the Regiment. The official log of the later Training School was destroyed so that the exact number of men and women who completed the courses from January to June, 1945, can only be estimated.

The heads of the various departments have been most kind and cooperative in furnishing information about their work, and to them must go credit for the interesting compilation of facts and figures which follow.

### CO-ORDINATION

Lt. Comdr. John R. Hartman

Lieutenant Charles S. Bayer, Jr.

John R. Hartman was sworn in as a member of the Regiment 22 August, 1942, and was appointed Ensign on 30 October, 1942. His first duties were those of Passive Defense Officer in charge of organization in case of air raids.

However, the operations of an organization of Temporary Reserves are such that steps had to be taken to co-ordinate the work of the various departments, and the many details connected

with work on the line. Commander Scott, therefore, appointed Ensign Hartman as Co-ordination Officer. It was his duty to examine and co-ordinate all directives, orders, and letters emanating from Regimental Headquarters. He checked them for accuracy and completeness as well, and if necessary cleared them with the Commanding Officer. This plan worked very well and it would seem that any future operations involving a large group of Temporary Reserves would benefit by the work of a Co-ordination Department.

He was in charge of processing all officer candidates for promotions. He also set up the organization and control of the time service record cards down to the Company level.

His was a task of very great value to the Regiment, and the regular promotion of this officer until he finally was made Lieutenant Commander on 22 August, 1944, reflects the growth of his services to the Regiment.

#### FINANCE

Ensign William Carter

Pay Clerk Irving Scharf

The funds contributed by the "Friends of the Regiment" amounted to more than \$26,000 and were known as the "Maintenance Fund First Reserve Regiment, USCG." They were under the control of three trustees, William M. Bodine, Warren H. Woodring, and Herman M. Watkins. The latter was the first Finance Officer. On requisition of the Commanding Officer, funds were released by the Trustees and carried as Regimental Funds, disbursed by the Finance Officer.

Monthly statements were filed with the Commanding Officer showing the cost of maintenance of the various departments which drew on the Fund. Some of the money was used to help men purchase uniforms in the days before they were supplied by the Coast Guard. Some money was furnished to men who repaid it in installments.

Bills for supplies and ammunition, etc., purchased for the Regiment were first approved by the Supply Officer.

A Regimental button was designed for wear with civilian clothes for members of the Regiment and their wives. These were sold by the Finance Officer. In addition to the Finance Officer, one yeoman and one seaman were assigned to the work.

Bos'n (later Ensign) William Carter succeeded Ensign Watkins as Finance Officer. When he was disenrolled in April, 1945, Pay Clerk Irving Scharf succeeded him.

### FIRE

Lt. Comdr. E. Budd Marter, Jr.

In the fall of 1943, the Commanding Officer directed the Executive Officer, assisted by several officers of the Regiment, to organize a Fire Detail and to give thorough training to a sufficiently large number of men so that every area might have at least five men available for an active Fire Detail on every watch every day. It was obvious that while anti-sabotage and other security measures were important, our principal hazard was fire. Be it noted here that during the term of service of our Regiment, more than 500 fires occurred and not one reached serious proportions. Any fire, however small, if not properly checked, may become a huge conflagration, particularly in waterfront areas and the perfect record of the Regiment bears witness to the excellence of the Fire Details.

A Regimental Fire School was established and nearly 1,000 officers and men were trained. Through the courtesy of the Atlantic Refining Company, practical training was given and all men were required to spend a half day at this work. The regular Coast Guard Fire Detail gave final certification to such men.

About 200 men attended the Fort McHenry Fire Fighting School. This was arranged as follows: One-week courses were organized for Temporary Reservists who were performing port security duties as volunteers. From the Fourth Naval District a typical quota for each one-week course was six TR's. They were selected from the VPSF and from the Auxiliary. Travel orders and maintenance were supplied by the Coast Guard. Those who



were fortunate enough to attend one of these sessions returned with enthusiasm to their area details.

Through the Navy Department, some 200 additional men were trained at the Navy Yard Fire School.

The Fire Detail was in full operation with an officer and seven chiefs by the middle of 1944.

The COTP assigned eleven pumpers and adequate foam and fog equipment. A Command Car was supplied to each area to be used in an emergency for moving pumpers and other equipment.

At least one man from the Fire Detail was assigned to duties near each piece of equipment in each area and other members of the Detail were assigned to roving posts as a fire-prevention measure. These men knew by heart all the fire-fighting equipment in their areas. They were alert in their supervision and ready to take prompt and appropriate action in any emergency.

One of the most serious hazards was "hot work" (welding and burning operations) aboard ships. The Fire Detail had to be familiar with rules, regulations and permits, and men on duty aboard ships were called upon for close supervision of such work. Because of the war emergency, there was a shortage of experienced welders and the operation of welding equipment by inexperienced men created additional hazards.

Special precautions were taken aboard dead ships; the Fire Detail required them to have fire-fighting equipment available. This sometimes involved running hose lines from shore facilities and sometimes necessitated stationing one of the pumpers alongside a dead ship.

The COTP Fire Detail Office at Third and Spruce Streets supervised the direction and use of such equipment. The VPSF Fire Detail Officer and his Staff inspected every area every day, checking equipment, recommending changes, and directing further training and practice. They kept in constant touch with the COTP and the Commanding Officer of the Regiment. Their work was of incalculable value to the Port of Philadelphia.

## LEGAL

Lieutenant (T) William K. Rhodes

William K. Rhodes, a member of the Delaware County Bar, handled the legal work for the VPSF. He began his duties in January, 1943, with the rank of Ensign.

At first the department devoted most of its time to rendering opinions regarding the relation of the VPSF personnel to the public; or as to the advisability of insurance against claims which might arise out of the performance of duty of VPSF men; or as to when a guard had a right to shoot to kill an individual suspected of, or caught in the act of sabotage.

Early in 1944 cases of AWOL or other neglect of duty which were chargeable to members of the VPSF made it necessary for the DCGO and Commander Scott to set up a Board of Investigation. This Board was composed of three officers. The President was a member of the regular Coast Guard legal staff. Lieutenant Rittenberg served for six months in this capacity and was succeeded by Lieutenant Campbell who served until the Regiment was disenrolled. The other two members of the Board were from the VPSF. The first to serve were Lieutenant Hartman and Lieutenant (jg) Stanton. From February, 1945, until disenrollment, Lieutenant Commander Helveston and Lieutenant Bayer served.

The Legal Officer acted as Recorder of the Board, somewhat in the capacity of a District Attorney. In the fifteen months of its existence the Board heard and passed upon about two hundred and forty cases; it met once a week. It is worth noting that less than five percent of the persons enrolled in the Regiment were involved in any action taken by the Board and many of those who did appear before it were absolved of guilt.

The Legal Officer was also appointed Examiner for a Board which considered requests for disenrollment and Recorder of a Board to investigate injuries received by men as a result of duty on the waterfront.

As a result of these duties, the Legal Officer had the pleasure of meeting practically every line officer and chief in the Regiment. He did his best to arrange suitable times for hearings and

other legal investigations; in return he found these men inspiring, courteous, cooperative, and more than fair to the men against whom they were summoned to appear.

#### MILITARY INSPECTIONS

Lieut. (j.g.) John F. Gummere

Lieut. (j.g.) Wm. M. Barstow

Bos'n Edwin N. Cooper, Jr.

In the spring of 1944, Commander Scott directed that Lieutenant (jg) Gummere, Assistant to the Training Officer, and Ensign William M. Barstow, Commanding Officer of Company "G," should assume the duties of Military Inspection Officers. They were directed to make inspections at any time and place and to report their findings to the Commanding Officer of the Regiment, of the Area, and of the Company concerned.

On 27 May, 1944, the Inspection Officers together inspected a number of men and drew up their reports on a tentative form. This form was twice revised and the final edition is illustrated herewith. On the basis of their experience, regular inspections were instituted on 11 June and were carried on at first as a joint project until a standard of ratings had been well established. Edwin N. Cooper, CBM, Administrative Assistant in the Training School, was present on many of the tours of inspection and later, when appointed Boatswain, was added to the staff of Inspection Officers. These officers made a practice of dropping in on various Areas and at various times, but kept a very careful and detailed record of the number of visits to each Company, the dates of those visits and the number of men inspected. Their records also showed which men failed to secure a satisfactory rating. In all there were 318 separate reports submitted by the Inspectors.

Men were closely questioned as to their familiarity with ships and ship terminology. They were expected to know exactly what to do in case of fire and were questioned as to the location and operation of all fire equipment which might be used in case of an emergency at or near their posts. Men with ratings were ex-

pected to know more and were asked about the handling of details assigned afloat or ashore. All men were expected to know security regulations concerning piers. The ship's log, if we kept it, was carefully inspected. The ship's card was scrutinized.

The problem of making inspections in an organization such as ours was an important one. While the Inspection Officers tried to make their examination of each man sufficiently thorough to enable them to give him an accurate rating they, at the same time, kept in mind the fact that they were dealing with volunteers. The volunteer cannot make a full-time business of his volunteer work and due allowance was made for that fact. The Inspectors tried to base their interviews on the fact that all hands were eager and anxious to do the best possible job. They attempted to supplement a man's knowledge by explanations and suggestions.

Therefore, it frequently happened that as a result of inspections, a man's knowledge was considerably increased; moreover, many men were stimulated to improve their general knowledge on their own.

The Inspectors checked at Area Headquarters to find out who was on duty and at what posts and selected the men to be inspected at random, except that raw recruits were either not inspected at all or else received due consideration for their lack of experience. Sometimes an Area was undermanned but this fact was easily determined in advance through the office of the OD. Sometimes operations aboard a vessel were so numerous and important that all hands were needed on the job.

Inspections were usually made when men were on relief so as not to interfere with the operations of the detail. Occasionally the Inspectors accompanied men as they were roving ships or piers and discussed the problems of security.

The conscientious endeavor and high morale of men on the line were very clearly demonstrated to these Inspectors. Almost without exception, the men were interested in their work and eager to improve. The Inspectors felt that they had had an unusual opportunity to observe the line operations all up and down the waterfront and fully appreciated this privilege. They pay a



tribute to the man on the line of the Philadelphia VPSF. He did his job well. He took his duties seriously and he was genuinely concerned that he and his associates should be fully up to the traditions of the Service.

The Regimental Training Manual which was written by Lieutenant (j.g.) Thomas E. Mikell was the Bible of the man in line work. This Manual contained all the essential information set forth in clear language. It was extremely valuable and served as a model for other port security forces.

The Inspectors are happy to report that all hands questioned on line duty could tell them the difference between a winch and wench and that nobody tried to associate a Baker flag with the Salvation Army's doughnut deliveries.

# UNITED STATES COAST GUARD

## Volunteer Port Security Force

Philadelphia, Pa.

Military Inspection Report No. \_\_\_\_\_

Rating \_\_\_\_\_

Name \_\_\_\_\_

Rank or Rate \_\_\_\_\_

Company \_\_\_\_\_

Platoon \_\_\_\_\_

Area \_\_\_\_\_

Time \_\_\_\_\_

Date \_\_\_\_\_

Station \_\_\_\_\_

Grade \_\_\_\_\_

Remarks \_\_\_\_\_

1. Ship Knowledge and Terminology \_\_\_\_\_

2. Knowledge of Area in General,  
Immediate Conditions, Hazards \_\_\_\_\_

3. Fire—Knowledge of Equipment  
and Required Actions \_\_\_\_\_

4. Log Knowledge: Area \_\_\_\_\_

Vehicular and Gangway \_\_\_\_\_

5. Ship Card and Inspections \_\_\_\_\_

6. Knowledge of Assignment of  
Men, Posting, Relief, etc. \_\_\_\_\_

7. Knowledge of Firearms, etc. \_\_\_\_\_

Hold Inspections \_\_\_\_\_

Fire Detail Work \_\_\_\_\_

8. Estimate of Capacity to Teach \_\_\_\_\_

9. Est. of Capacity for Command Responsibility \_\_\_\_\_

10. Comments \_\_\_\_\_

0.0 - Bad  
1.0 - Indifferent  
1.5 - Fair  
2.5 - Passing

3.0 - Good  
3.5 - Very Good  
4.0 - Excellent

LIEUT. (J G) (T) JOHN F. GUMMERE, USCGR

LIEUT. (J G) (T) WILLIAM M. BARSTOW, USCGR

BOSN. (T) EDWIN N. COOPER, USCGR

## MILITARY TRAINING

Lieutenant James L. McVey

Gunner Frank M. Flynn

Bos'n Arthur Roberts

On a rainy Saturday afternoon early in August, 1942, the Military Training Department had its beginning. Sigmund Harrison, applying for enrollment in the VPSF, disclosed in the course of his interview that he had a fine military background and was familiar with the use and handling of firearms. The next man in line was James L. McVey, who was also a shooting enthusiast. These two men were assigned to the first class of the Training School and when they were finished, the former was appointed Military Training Officer with the rank of Ensign and the latter, his assistant, with the rank of Gunner.

Through the courtesy of interested persons, the Pennsylvania Company, etc., the Fidelity-Philadelphia Trust Company, and the Provident Trust Company gave permission for the use of their pistol ranges in training our men. The commissioners in Lower Merion Township, through Major Samuel Gerhardt, the Superintendent of Police, turned over the superb Lower Merion Range for the exclusive use of the Regiment each Saturday.

Five men who were nationally known as shooting experts were selected as instructors, and after going through the training course were rated as Chief Gunner's Mates: Frank M. Flynn, Melvin T. Pierce, Odell Knaggs, James Wiley, and William Belmont. Flynn was put in charge of the Lower Merion Range, Pierce and Belmont of the Pennsylvania Company Range, and Wiley and Knaggs of the Fidelity-Philadelphia Range. Flynn and Wiley served through the entire life of the Regiment, giving instruction in the use of the .38 caliber Smith and Wesson revolver and qualifying over 6000 men and women. Fifty-six members of the Regiment were awarded the Coast Guard Expert Pistol Medal.

At the Training School, Bos'n Walter Groff of Company 1 gave a lecture covering elementary instruction in the use and

handling of side arms. This gave the trainees a good foundation for the later instruction by the Military Training Staff.

When trainees were assigned to the Armory for Military Drill, they were taken in groups to the basement pistol range where they were given careful instruction in safety rules and practice in dry firing. The extraordinary skill of the instructors was such that even those persons who had never handled a gun before not only became thoroughly acquainted with the all-important safety regulations, but also succeeded in most cases in passing their qualification test on the range on their first attempt. Many of these people acquired an interest in firearms; all of them will certainly have the advantage in the future of knowing how to handle a gun and how to exercise due caution with any firearms.

Trainees, when reporting on the range, were marched in groups of twenty to the butts, where they pasted up targets. They were then marched out from the butts and took their stations on the range. Following the commands which they had been carefully taught at the Armory, they fired ten shots at a target forty-five feet away. In order to qualify, a score of seventy was required. The instructors worked patiently with those who were nervous or unsure of themselves.

In June, 1943, Lieut. (j.g.) Harrison enlisted as an officer in the Royal Canadian Navy and Gunner McVey, who was the next year promoted to Lieutenant (j.g.), was made Military Training Officer. Chief Flynn, who was later appointed Gunner, was selected to head the Shooting Staff and Chief Roberts, who was later appointed Bos'n, headed the Drill Staff. The girls in the Office and Transportation Details were instructed in the use of the revolver and they made such progress under the enthusiastic tutelage of the Training Staff that their teams usually defeated those of the men. Thirty of our girls qualified, but only fourteen actually got the award of the Coast Guard Expert Pistol Medal. When the Navy Department heard of this successful training, they requested our Staff to train Wave officers who were acting as Paymaster at the Philadelphia Navy Yard. After two months of this training, many of the Navy group qualified for the Navy Expert Pistol Medal.



Such good progress was shown by some of the men in their shooting that a group representing the Regiment entered in the International Pistol Matches, at Teaneck, New Jersey, in September, 1944. On this occasion, they acquitted themselves very well in competition with the finest Service teams in the Country.

The Military Training Department was responsible for maintenance, and custody of all ordnance which included revolvers, belts, holsters, and ammunition. In October, 1942, the Regiment was assigned 525 revolvers. In June, 1943, when Gunner McVey was appointed Military Training Officer, inventory showed that several guns were missing. One of these guns was never found, but some others turned up in the following interesting places: one under the rear seat of a Supply Officer's car, three in a locker at the Armory, four on the rear deck of the Regimental car, and two returned by individuals not connected with the Coast Guard. A few guns were accidentally dropped in the river by men on duty, but such losses were stopped when lanyards were issued and worn. The Military Training Officer appointed BMIC William Gilkes to serve as first Ordnance Chief in June, 1943. He and Bos'n Walter Groff had been of great assistance in getting the Ordnance records in order.

A tremendous amount of paper work was involved in keeping the individual scores and qualification data of the thousands of persons who were trained by the Department. Brinton Colfelt, who acted as Chief Yeoman during the entire life of the Regiment, gave all his time to keeping the records in perfect shape. He was ably assisted by YIC Christine Aschman, who, among other accomplishments, was the first woman in the Coast Guard in the Fourth Naval District to qualify for the expert Pistol Medal. Chief Gilkes was succeeded by Chief Arnold Hammersley in September, 1944, who continued the careful work of accounting for the Regimental Ordnance. In June, 1945, both he and the Military Training Officer were personally complimented by the DCGO for their work.

The other great activity of this Department was that of instruction in close-order drill. Five men were selected to act as

drill instructors under the leadership of Arthur Roberts. They were: Howard Kirkpatrick, John Jackson, Harold Stewart, Homer Smith, John Fannin, and Donald DeLanoy. All these men were rated BMIC and most of them were later advanced to Chief; Roberts was appointed Bos'n. They, assisted by Chief Charles Kempf and BMIC Chester Gutner did an extraordinary job. They took groups of men of all sizes, ages, and builds and in six weeks of drill taught them the fundamentals of close-order drill. Proof of the remarkable thoroughness of the training which was given was afforded by the splendid performance of the Regiment at the three reviews. The women were not neglected in this respect and many persons will produce evidence to show that they often outdid the men. Certainly they performed most competently when they marched at the head of the Regiment at the two reviews held in Convention Hall. On the last night of Military Drill instruction, it was customary for each class to be reviewed by one or more officers of the Regiment.

#### OFFICER OF THE DAY STAFF

Ensign Wallace C. Stilz

The Officer of the Day is, technically, the representative of the Commanding Officer as far as the Line and Operations are concerned. All but purely local routine matters on the waterfront must clear through the OD. From the very first hour of the first watch which the Regiment stood, the Office of the OD had to be manned full time. A detailed Log from hour to hour of every day in every month had to be maintained.

At first there was no organized OD Staff. The Log was kept in the daytime by the Operations Officer. At night it was kept by such officers of either Staff or Line as could be found to serve from 1800 of one day to 0900 the next. The tedium of these long hours was sometimes relieved by events such as the fire at the Publicker Plant and by practice black-outs. The first entry in the OD's Log was made at 1200 on 23 December, 1942, as follows: "In accordance with plan the Volunteer Port Security Force is prepared to take over Piers 53 and 82 (South) this

date.”—“Ensign Vanderherchen, Platoon 7, reported Pier 82 officially turned over to the Volunteer Port Security Force by Lieutenant Commander John D. N. Harris, USCGR—First Squad posted and Pier 82 secure.” “Ensign Daikeler, Platoon 1, reported Pier 53 secure, First Squad posted.”

Lieutenant Earle Smith, Operations Officer, acted as OD for most of the first day and was relieved by Ensign Frank Eby, Asst. Operations Officer. They, with the help of the other Asst. Operations Officers, Ensign Burnham and Ensign Rosenberg, kept the Log for that day; they were assisted by Chief Yeomen Leitz, Cranch, and others.

On 1 February, 1943, the regular OD Staff was organized which divided the day into two watches. By the middle of that month, three watches were set up and were maintained until the end of our active service: A watch from 0000 to 0900; B watch from 0900 to 1800; C watch from 1800 to 2400. Lieutenant (j.g.) Easby became the Senior OD. When ill health forced him to retire, he was succeeded by Lieutenant (j.g.) Gibbs. He in turn was forced to resign because of the pressure of business and was succeeded by Ensign Stilz. The following men served: Ensign Brown, Bos'n Burnard, Ensign Congreve, Bos'n Cranch, Bos'n Field, Bos'n Kunkle, Bos'n Leitz, Bos'n Laurie, Ensign Rhodes, Ensign Stilz, Bos'n Updegrove, Ensign Bayer, Lieutenant (j.g.) Easby, Bos'n Fitler, Lieutenant (j.g.) Gibbs, Bos'n Jenkins, Ensign Stahl, Ensign Stanton, Ensign Cotton, Bos'n McCook, Ensign Phelps, Bos'n Pomerantz, Bos'n Quillman and Bos'n Sloan. Considerable skill was acquired by the staff in keeping an accurate Log composed only of essential entries. Eight and one-half volumes were filled during our time of duty.

All ship movements were recorded in the OD Log and so were matters relating to hazardous cargo, hot work aboard vessels, and other problems of port security. The OD had to be able to advise the different areas as to the proper steps to be taken when problems arose. He had to know the latest orders from Headquarters and to reconcile differences of interpretation made by various departments.



It frequently happened that men without proper identification sought admission to areas and the OD had to rule as to whether they were to be admitted or not. All details about welding permits were subject to the approval of the OD; he handled the redistribution of men from area to area, having before him a picture of conditions all up and down the waterfront. All fires were immediately reported to his office and it was up to him to see that the Coast Guard fire boats were notified. A good example of efficient team work is afforded by the following event: fire broke out in the engine room of a British tanker. Thanks to the prompt and accurate measures taken by the VPSF detail aboard, proper notification was given immediately and in less than four minutes City apparatus was ready on the pier and a Coast Guard fire boat was standing by on the off-shore side of the vessel. No further action was necessary, since the ship's engineer had succeeded in extinguishing the fire by flooding the engine room.

Through the OD's office, Coast Guard or Navy Intelligence and the FBI were notified of attempts at theft, malicious destruction of property, or suspicious circumstances and actions. There was the problem of neutral ships and rules about detainees, as well as the question of permitting neutral crews to work as stevedores to relieve the manpower shortage at different times.

The OD had to handle problems of food supply as the result of complaints from this or that area; most frequent complaint "too much bologna" (but they didn't call it that). It was this office that handled the cigarette rationing.

On 18 October, 1943, the office moved to the Coast Guard Barracks at Third and Spruce Streets. This move was an excellent one, for in the same room were the Duty Officer of the COTP and the Yeoman in charge of Ship Movements. Much time and many telephone calls were saved. The Ship Inspection and Fire Details were also operating from the Barracks. The move also brought better understanding and friendship with men on full-time service. In November, 1943, the use of Naval time was temporarily suspended in keeping the Log, but in August, 1944, much to the relief of the OD's, Naval time was again used.



The OD Staff met about once a month to discuss its problems and the Commanding Officer, the Operations Officer, and others frequently attended. These meetings proved very helpful.

Having given the first Log entry, it is fitting we should close this chapter by quoting the final Log entry—

“It is with mixed feelings of pride and humility, gladness and regret, that we now bring to a close almost three years of active service for our Country as members of the United States Coast Guard Reserve (T). Without stint the men and women of the VPSF have given freely and willingly of their time and energy, devoted to the cause of freedom and democracy, in prosecuting the war effort; and if it has been permitted us to be instrumental, to any degree, in shortening the duration of the War and easing the burden of others, it has been time well spent.

“And now, this 30th day of June, 1945, our mission fulfilled, we report—

“2400—ALL SECURE.”

#### OFFICER SELECTION BOARD

President: Lt. Comdr. Laurence H. Eldredge

It should be recalled that on 29 July, 1942, the Regiment not only had no enrollments, no phones, no office, no forms, no desks or chairs but also had no officer personnel on which to build. Captain Coffin had the Commandant's order to proceed, and Messrs. Jenks and White, the sponsors of the plan, had been authorized by the Commandant to find and recommend an organizer and commander of the Regiment and a head of the Training School. They had actually selected only Commander Scott and Lieut. Comdr. Lane. Captain Coffin approved Messrs. Scott and Lane and recommended them to the Commandant who authorized their enrollment. Thereafter, Captain Coffin, to expedite matters, authorized Commander Scott to select and enroll the remaining authorized officers.

Commander Scott used the personal histories of applicants as an initial guide, taking into consideration the record of responsibility previously assumed by the individuals in military or civil life. These individuals were then called for personal interviews during the hot nights of August, 1942, at 1608 Packard Building. Sessions continued usually until well after midnight. As his assistants in the interviewing he had Mr. Edward C. Page, later Lieut. Comdr. and first Executive Officer of the Regiment, and Mr. Joseph J. Klumpp, later Colonel, A. U. S.

Evidently selections had to be made from volunteers who were almost all strangers to the committee of three. However, time was short and the task, though important, was only one of the many problems of organization. The same committee selected all of the original petty officers. It was truly remarkable that, under such pressure and with no time or facilities for further investigation of the individuals before their selection, such an extraordinarily able group of officers and petty officers were selected. The record of the growth, development and performance of the Regiment is testimony of their quality.

#### *Board of Officers for Examinations and Promotions*

After the initial officer complement was filled, the problem of replacements and promotions naturally arose. On 30 June, 1943, Commander Scott created the Board for Examinations and Promotions which was to examine candidates for promotion to the rank of Ensign and for appointment as Boatswain and for assignment as Platoon Commanders.

Captain Marts, Chief of the Temporary Reserve Division at Coast Guard Headquarters, asked for and received copies of the order creating this Board and the plan devised by Lieut. Eldredge and his associates; this was approved and issued under date of 5 August, 1943. Captain Marts sent these copies to all other Volunteer Port Security Units throughout the country.

The Board was made up as follows: Chairman, Lieut. Laurence H. Eldredge; Patrol Officer, Ensign Lewis E. Burnham; Security Officer, Ensign Edward H. Ryan; Platoon Commanders,

Ensigns William M. Barstow, Samuel A. Goldberg, Thomas Hart, John J. Herd, Robert W. Keown, Edward A. G. Porter, Thomas P. Mikell, and Harpur M. Tobin. In December, 1943, Mr. Tobin was replaced by Ensign Herman A. DePova. In May, 1944, Ensign Warren J. Baker, a Security Officer, was added to the Board.

These men were chosen with great care and they performed an important function. They very carefully examined each candidate's qualifications and made a very conscientious report to the Commanding Officer. Taking 4.0 as a perfect score and 2.5 as passing, a candidate's grade was made up of three parts:

- |   |     |
|---|-----|
| 1) History before joining VPSF                                  | 20% |
| 2) Reports of his work in the VPSF received from other officers | 40% |
| 3) Oral examination of candidate                                | 40% |

The reports on the man's work were usually received from his Commanding Officer, from his Area, Company and Platoon. Oral examinations lasted from fifteen to forty-five minutes. The Board functioned smoothly and efficiently and as of 31 December, 1944, when it was disbanded, it had examined and reported on one hundred one candidates. The Board deserved its reputation of being fair, but tough. It acted with absolute impartiality and reached its decisions independently. Commander Scott was content to follow its recommendations. A detailed report form was carefully prepared. (See page 62.)

On 5 May, 1944, the Personnel Officer of the Temporary Reserve wrote to the DCGO praising highly the work of the Board and a commendatory letter was received by Chairman Eldredge from the DCGO. (See page 61.)

A detailed and remarkably valuable form was also worked out for rating Petty officers. (See p. 64.) This was used by Company and Platoon leaders.

*Officer Appointment Board*

President: Lieut. (j.g.) John F. Gummere

The Officer Appointment Board was reconstituted in February, 1945, as follows:

Lieutenant (j.g.) John F. Gummere, President

Lieutenant (j.g.) W. M. Barstow

Lieutenant (j.g.) S. A. Goldberg

Lieutenant (j.g.) E. H. Fritsche

Lieutenant (j.g.) J. J. Herd

Lieutenant (j.g.) E. Ryan

Lieutenant (j.g.) E. W. Wirkman

Boatswain E. M. Crosman

Boatswain W. E. Quillman—Recorder

This Board met six times to interview chiefs who had been recommended for appointment to Warrant Boatswain by their Commanding Officers. The methods and ratings previously in use were continued. Of the four points which made a perfect score, ratings were assigned as follows: Up to 1.5 for knowledge of duties and officer fitness; up to 1.5 for recommendation by the Commanding Officer; up to 1.0 for general qualifications based on previous experience. Candidates whose combined ratings totaled at least 3.0 were recommended; others were not.

The Board did its utmost by means of the written data at its disposal and by means of an interview lasting about a half hour to judge the fitness of the candidates. The majority of the candidates were recommended.



UNITED STATES COAST GUARD

PHILADELPHIA 6, PA.

ADDRESS REPLY TO  
DISTRICT COAST GUARD OFFICER  
NORTH NAVAL DISTRICT

NUMBER TO FILE \_\_\_\_\_

6 May, 1944

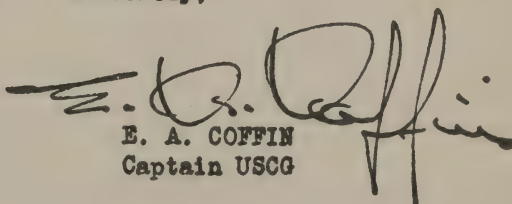
dear Lieutenant:-

Your report on the functioning of the officer personnel selection board of the Volunteer Port Security Force of this city is monumental, say the least. It fills me with amazement, mixed with considerable respect, at the lengths to which you of the Volunteers are prepared to go to see that the right persons are nominated for advancement.

I enclose a copy of the comment of my Temporary Reserve Personnel Officer on the document.

Thanking you for your thoughtfulness in advising me of this important matter, as well as for your untiring efforts in the office you so capably fill, I am

Sincerely,

  
E. A. COFFIN  
Captain USCG

Lieutenant Laurence H. Eldredge, USCGR(T)  
University of Pennsylvania Law School  
34th & Chestnut Sts.  
Philadelphia, Pa.

**U. S. COAST GUARD  
VOLUNTEER PORT SECURITY FORCE  
PHILADELPHIA**

**REPORT ON THE FITNESS OF OFFICER CANDIDATE**

....., Rank or Rating ....., U. S. C. G. I  
Company ..... Platoon .....

**CONFIDENTIAL**

**Following to be made out by Reporting Officer:**

1. **Reporting Officer:** Name ....., Rank ....., U. S. C. G. I

2. (a) Reporting officer's official status relative to candidate reported on .....

(b) How long have you known candidate? .....

(c) How much opportunity have you had to observe his work? .....

3. Assign marks on scale of 0—4 in appropriate subdivisions given below, and any other qualification on which observation has been so to justify marking.  
(Mark below 2.5 constitutes an unsatisfactory report)

Present assignment ..... Ability to command ..... As watch officer .....

In administration .....

4. Has the work of this candidate been reported on either in a commendatory way or adversely? If so, state the subject, and substance of Any adverse comment constitutes an unsatisfactory report.

5. Considering the possible requirements in war, indicate your attitude toward having this candidate under your command in the rank for he is being considered for promotion. Would you—  
(An affirmative entry in item (4) constitutes an unsatisfactory report)

(1) Particularly desire to have him? ..... (2) Be pleased to have him? ..... (3) Be satisfied to have him? .....

(4) Prefer not to have him? .....

6. Has he any weaknesses—mental, moral, physical, etc.—which adversely affect his efficiency? (If "Yes," give details.)  
(An implied or stated defect constitutes an unsatisfactory report)

7. In comparison with other men in the V. P. S. F. of his present rank or rating and approximate length of service, how would you de this candidate? Outstanding ..... Above average ..... Average ..... Below average .....

**REMARKS**

8. Is this candidate professionally qualified to perform ALL the duties of the grade for which he is being considered for promotion? Yes.. No..... If deficient in any particular, comment is required. Give in this space a clear, concise estimate of this candidate's personal military character, his fitness for promotion, and duty performed worthy of special mention, and any information which might be o to the Board in considering his case. A check opposite "No," or a statement that performance of duty is clearly unsatisfactory con an unsatisfactory report. A statement of minor deficiencies either in character or performance of duties constitutes an unfavorable (THIS SPACE IS NOT TO BE LEFT BLANK.)

(Signature)

[OVER]

what degree has he exhibited the following qualities?

Question 9 you will rate the candidate as to each quality by putting a check mark in the appropriate space. Do not give an average good candidate a rating deserved only by the Commandant. Nobody is perfect in all categories; few men in any.)

<b>Intelligence</b> (reference to the faculty of comprehension; mental acuteness.)	Exceptionally quick-witted; keen in understanding.	Grasps essentials of a situation quickly.	Understands normal situations and conditions.	Slow of comprehension; unimaginative.
<b>Judgment</b> (reference to a discriminating perception by which the values and regions of things are mentally asserted.)	Unusually keen in estimating situations and reaching sound decisions.	Can generally be depended on to make proper decisions.	Fair judgment in normal and routine things.	Frequently draws wrong conclusions.
<b>Initiative</b> (reference to constructive thinking and resourcefulness; ability and willingness to act on own responsibility.)	Exceptional in ability to think, plan, and do things without waiting to be told and instructed.	Able to plan and execute missions on his own responsibility.	Capable of performing routine duties on own responsibility.	Requires constant guidance and supervision in his work, or evades responsibilities.
<b>Force</b> (reference to moral power possessed and exerted in producing results.)	Strong, dynamic.	Strong.	Effectual under normal and routine circumstances.	Less than normal.
<b>Leadership</b> (reference to the faculty of directing, controlling, and influencing others in definite lines of action.)	Inspires others to a high degree by precept and example.	A very good leader.	Leads fairly well.	A poor leader.
<b>Moral Courage</b> (reference to that mental quality which impels one to carry out the dictates of his conscience and convictions fearlessly.)	Exceptionally courageous.	Courageous to a high degree.	Fairly courageous.	Timid.
<b>Cooperation</b> (reference to the faculty of working harmoniously with others toward accomplishment of common duties.)	Exceptionally successful in working with others to a common end.	Works in harmony with others.	Cooperates fairly well.	Not cooperative.
<b>Loyalty</b> (reference to fidelity, faithfulness, allegiance, constancy — all with reference to a cause due to higher authority.)	Unswerving in allegiance; frank and honest in aiding and advising.	A high sense of loyalty.	Reasonably faithful in the execution of his duty.	Inclined to be disloyal.
<b>Perseverance</b> (reference to maintenance of purpose or undertaking in spite of obstacles or discouragement.)	Determined, resolute.	Constant in purpose.	Fairly steady.	Inclined to vacillate.
<b>Reactions in emergencies</b> (reference to the faculty of acting instinctively in a logical manner in difficult and unforeseen situations.)	Exceptionally cool-headed and logical in his actions under all conditions.	Composed and logical in his actions in difficult situations.	Fairly logical in his actions in general.	Inclined to be disconcerted.
<b>Endurance</b> (reference to ability in carrying on under any and all conditions.)	Capable of standing an exceptional amount of physical hardships and strain.	Can perform well his duties under trying conditions.	Of normal endurance.	Less than normal.
<b>Industry</b> (reference to performance of duties in an energetic manner.)	Extremely energetic and industrious.	Thorough and energetic.	Reasonably energetic and industrious.	Indolent; lazy.
<b>Military bearing and neatness of person and dress</b> (reference to dignity of demeanor, correctness of uniform, and smartness of appearance.)	Exceptional.	Very good.	Fair.	Unmilitary and untidy.

A CHECK TO RIGHT OF THIS LINE CONSTITUTES AN UNSATISFACTORY REPORT

(Signature of reporting officer)

(Do not write in unruled portion of this space)

# UNITED STATES COAST GUARD

V. P. S. F. (Philadelphia)

(Date)

## REPORT ON FITNESS OF PETTY OFFICERS

(a) as to existing rating, (b) for promotion in or to rating.

1. \_\_\_\_\_ (Name, present rating and unit of subject) \_\_\_\_\_ (Rating under consideration)

2. All marks represent the joint judgment of the reporting officers and shall be assigned on a scale of 0 to 4.0.  
A mark below 4.0 on 3(a) Comportment, or below 3.5 on 3(b) Reliability, or a composite mark below 2.5 on 3(c) Technical Fitness, constitutes an unsatisfactory report. Below 2.5 as to 3(d) or 3(e) is unsatisfactory.

3. (a) Comportment (preceding 3 mos.) .....  
(b) Reliability (record of attendance, watch and other duties and reliability in performance of duties) .....  
(c) Technical Fitness .....

Note: The following constitute elements of Technical Fitness for the ratings respectively indicated below. Reporting officers shall mark with respect to each element before determining the composite under 3(c) above. The composite is not necessarily the average of the elements but may be weighted or balanced in the joint opinion of the reporting officers. However, any weakness indicated must be promptly corrected to maintain actual or aspired to rating.

### Technical Fitness Requirements (see other side).

#### For Coxswain

1. Military Comportment of command responsibility .....
2. Duties of a sentry .....
3. General Order #1 .....
4. Fire orders. Sequence of actions .....
5. Blue Manual—Security of Vessels in Port .....
6. Green Manual—Protection of Facilities .....
7. Ship knowledge and nomenclature .....
8. Procedures concerning neutral ships .....
9. Area knowledge .....

For BM2c (not acting as squad leader)—Same as for Coxswain 1 to 9.

10. Fire arms—safety precautions—proper care—loading and unloading—issuance and return .....

For BM2c (acting as squad leader)—Same as for BM1c.

For BM1c—Same as for BM2c 1 to 10

11. Regimental orders relating to waterfront duties .....
12. COTP orders relating to waterfront duty .....
13. DCGO orders pertinent to waterfront duty of VPSF .....

For C.B.M.—Same as for BM1c 1 to 13

14. Knowledge of ship inspection requirements and reports .....
15. Knowledge of ship hold inspection and reports .....
16. Knowledge of SPO duties .....
  - (a) As inspector of Security conditions .....
  - (b) As roving inspector of men on post .....
  - (c) As assistant to SOP with special reference to:—
    - (1) Assignment, posting and relief of men on post .....
    - (2) Assignment of AFD and FD (Active Fire Detail and Fire Detail) .....
    - (3) Action in emergencies—Fire or other disaster .....
    - (4) Maintenance of Area logs .....
    - (5) Reports—to COTP—to CO—to OD—to Area CO .....
    - (6) General supervision of Area .....

(d) Capacity to teach others, proportionate to existing rating ....., rating aspired to .....

(e) Leadership (composite mark)

(Some elements assisting leadership follow. Check standard most applicable)

Intelligence:—Exceptional ..... Quick ..... Normal ..... Unsatisfactory .....  
Judgment:—Unusually sound ..... Dependable ..... Fair ..... Unsatisfactory .....  
Initiative:—Exceptional ..... Good ..... Fair ..... Unsatisfactory .....  
Cooperation:—Exceptional ..... Harmonious ..... Fair ..... Unsatisfactory .....  
Force:—Dynamic ..... Strong ..... Effectual ..... Unsatisfactory .....  
Loyalty:—Unswerving ..... High ..... Unsatisfactory .....  
Reactions in Emergencies:—Exceptionally Composed ..... Calm ..... Excitable .....  
Military Bearing:—Exceptional ..... Good ..... Fair ..... Unsatisfactory .....

4. In comparison with others of his present rating and length of service, how would you designate subject:

Outstanding ..... Above Average ..... Average .....

5. Other Comment (Space on reverse may also be used for comment)



## OPERATIONS

Lt. Comdr. Frederick G. Higham

Lieut. Samuel Rosenberg

Lieut. (j.g.) George Gilson

Ens. W. Burton Lord

The Operations Officer, for several years, was called the Patrol Officer. The department began to function when the first class graduated from the Training School at the end of August, 1942. After thirteen men had been selected as Platoon Commanders, with the rank of Ensign, twenty-six Warrant Boatswains were assigned as Watch Officers. From the same class, a nucleus of the Staff organization was chosen. Among these were Lieut. Earle Smith, designated Operations Officer, and Ensigns S. H. Rosenberg, B. F. Eby and E. L. Burnham, who were appointed as his assistants. All of these officers were on duty some part of every day, and several gave practically full-time service to the Regiment.

During the long wait for assignment to active duty, the operations men had the responsibility of assigning men to the various platoons. They also formed observation details composed of fifteen to twenty men each in charge of a leader who was slated to become a platoon leader of CPO. Reporting at 2330 or 0530 at the Customs House, they were escorted by a regular Coast Guard Petty Officer to some section of the waterfront where they observed the operation of the CG security patrol. The new men had a taste of what they would be up against when actually sent to active duty.

The Operations Department assisted platoon commanders in making up their platoons from men graduated from the Training School. This function was later taken over by the Personnel Assignment Officer when that department was set up.

In the early days, platoon commanders were responsible directly to Operations for orders and assignments during each tour of duty. Since platoons were assigned in rotation to various areas, they had to get their orders from the Operations Office

before each tour of duty. In each area, one platoon commander was designated as Senior Officer Present (SOP) for the day. The Operations Officers were far from convinced of their popularity as a result of the assignment and shuffling of platoons on duty and the appointment of SOP's. Platoon commanders were often convinced that they were given the worst areas and the A watch most of the time.

The freezing of units in certain areas eliminated the need for the rotating assignments.

After the Regiment was divided into companies and the area commands virtually amounted to battalions, Operations dealt directly with the area commanders, saving much time. Attention was thenceforth given to a careful analysis of attendance records and efforts were made to eliminate absenteeism. Each company was required to furnish Operations with a forecast of its expected strength on each tour of duty and with a personnel duty report (PDR) immediately after each tour, with the names of all absentees and reasons for absence.

Headquarters Company was composed of men who could not fit into the eight-hour every fifth day plan, but who served two six-hour watches per week. Operations assigned such men to areas where the need was greatest for additional strength (see write-up of Area V, page 143). Operations was also called on at times to detach men assigned to one area for service in another where the ship load was too heavy for the men regularly assigned there. Such transfers from regular areas were naturally greeted with practically no enthusiasm, but Operations worked closely with Security in such matters and was guided by the judgment of the Security Staff as to the need for added coverage of critical posts afloat and ashore.

A new watch schedule, effective 28 December, 1944, resulted from the dropping of Area II by the DCGO and its transfer to the Army. Operations then had a somewhat easier schedule since the five companies serving in Area II were assigned, one to each of the remaining areas, and companies then served only once every six days in Areas III, IV, and Port Richmond, while Company F

took over one day in Area V out of every six and Company G took over two days in six at Girard Point.

After V-E Day, security regulations were so greatly relaxed that by mid-June the VPSF men were responsible for little but roving inspections until, on 30 June, 1945, the Regiment was put on inactive status.

The following table is a typical Watch Schedule.

### *Company Watch Schedule*

Effective 0000, 1 July, 1944

Area I—Company A, Nugent, C. O.; Company B, Groff, C. O., together with Training Section, will supply men on all Watches.

Day of Cycle	AREA II Co. Pls.	AREA III Co. Pls.	AREA IV Co. Pls.	Port Richmond Co. Pls.
1	G 18-17 Barstow, C. O.	K 6-15 Keegan, C. O.	N 25-19 Valentine, C. O.	R 32-31 DePova, C. O.
2	C 14 Reilly, C. O.	J 3-7A Goldberg, C. O.	O 26 Liversidge, C. O.	S 5A-30 Fritsche, C. O.
3	D 20-23 Frazier, C. O.	I 7B-27 Reeve, C. O.	P 11 Woodring, C. O.	T 5B-36 Gross, C. O.
4	E 10-35 Mikell, C. O.	H 4-2-29 Hart, C. O.	X 16-21 Wintersteen, C. O.	V 24-12 Price, C. O.
5	F 9-8 Herd, C. O.	L 13-33 Horton, C. O.	M 22 Reath, C. O.	W 34-28 Cannon, C. O.

E. LEWIS BURNHAM,  
*Patrol Officer.*

### *Office in Headquarters*

The Operations Office in Regimental Headquarters from its inception to January, 1945, and thereafter at District Headquarters was constantly manned by an officer whose duty it was to keep in constant touch with all operations in every area. Affixed to one wall was a diagram showing all the piers in all the areas. Miniature ship outlines were attached to this diagram to show where ships were berthed. The outlines were of various colors to indicate whether they were allied or neutral.

A posting list for each watch showed the officer in charge of each area, the number of allied ships and the number of neutral

ships berthed in each area, and the number of men on duty. It also showed how many men had been transferred from one area to another to supplement the details regularly assigned. The name of the Officer of the Day was also listed.

### *In Area Headquarters*

In each Area Headquarters, there was a diagram on a fairly large scale of the piers covered by the area. This was arranged so that pasteboard cut-outs representing ships could be hung on hooks on the diagram alongside the piers and one could tell at a glance how many ships were in the area and where they were. It was possible also to tell from the paper cut-outs whether the ships were allied or neutral. Cards were also hung on the diagram which showed when the last ship inspection or hold inspection had been made.

### *A Summary of the Typical Duties of Officers and Men on Line Duty*

The duties of the VPSF on the Line may be classified as follows:

- (1) Posts to be manned afloat and ashore
- (2) Fire Detail
- (3) Officer of the Day functions

When a man reported aboard for his watch, he went to the Supply Room where he was issued the necessary gear. This included a night stick and the S. & W. .38 revolver plus five rounds of ammunition. In case of foul weather, he was also issued extra gear such as a slicker or a sheepskin jacket. It was the duty of the Petty Officer in charge of his squad to see that side-arms were properly loaded and to make sure that all necessary equipment had been furnished. Squads were then drawn up in front of, or near, the Area Headquarters. The Senior Officer present (SOP) and the Senior Petty Officer (SPO) briefed the detachment. They read the orders of the day and passed on any



special orders or information about hazards afloat or ashore. The men were then assigned to duty. In every area headquarters, a log was kept in which entries were made covering all incidents of every watch. Here was reported the posting of all men and all posts, the visits of officers of the company on duty, and of any other persons having business in the area.

It is to be noted that the mess in each headquarters was presided over by a man who was in charge of preparing the chow. Many men in the VPSF had had experience in such work and they did much to facilitate operations. Some of these men were advanced to the rating of Ship's Cook Third Class.

### *Duty Ashore*

The main part of duty ashore consisted of controlling the entrances to piers. All persons were required to present proper identification and to show that they had legitimate business on the pier. This was of special importance in the case of individuals requesting permission to visit ships. Neutral sailors were not permitted in any restricted area except under armed guard. As a result, any such persons who presented themselves at a pier entrance were required to identify themselves and were then convoyed to Customs. The VPSF man stood by at the search by the Customs Officer and then convoyed his man or men to the neutral vessel and turned him over to the custody of the detail guarding the vessel. A great deal of care was exercised in convoying of this type.

Men posted on a pier were also responsible for roving the pier at regular intervals. It was their business to know what kind of cargo was stored on the pier and, if any of it was of a hazardous nature, exactly where it was located and what to do about it in case of an emergency. Lectures in the Training School and instruction on the waterfront taught the men about the colors of various labels which are always used to identify dangerous cargo.

Members of a pier detail were required to know the location and method of operations of all emergency equipment such as fire

extinguishers, fire hoses, telephones and fire alarm boxes. In case of a fire the actions to be carried out were in the following sequence: Hit an alarm box, telephone or otherwise make absolutely certain that area headquarters knows, sound a general alarm, take all necessary steps to direct city apparatus to the scene of the blaze and remove obstacles which might hinder their access to it, lend assistance in extinguishing the fire.

In roving a pier, a VPSF man was required to make certain that security regulations were not being violated in such ways as the following: Cargo stored too close to the pier wall or bulkhead, cargo piled too high, various types of dangerous cargo stored in proximity to each other, cargo piled too close to fire facilities, trucks blocking the main aisle and unattended. The electric mules, whose operators did their very best to emulate Ben Hur (and often succeeded) were supposed to be equipped with fire extinguishers. Leaky drums had to be spotted and removed from the pier. Regulations regarding switching engines spotting cars on apron tracks or inside the piers needed constant attention. These and many other details made the duty of an assignment to a pier much more exacting than might be supposed. The ideal setup for a pier detail was three men, two of whom would be on duty at the gate when the shifts of longshoremen were changing or when traffic was heavy for any reason. At the entrances of some piers, it was necessary to keep a vehicle log which would occupy the third man in rush hours. At other times than rush hours, one man could handle the gate while a second man roved the pier and the third man was on relief, but available for convoying. Every half hour men would change places and the roving man would go on relief, the man from relief would go to the gate and the man from the gate would rove the pier.

### *Duty Afloat \**

The detail assigned to any ship, upon coming aboard, took over from the detail which was being relieved, responsibility for

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\* The Regiment assumed responsibility for security of vessels moored at controlled facilities.

## INSTRUCTIONS

1. **Except when ship first docks or in case of emergency do not contact ship's officers other than through or under specific direction of S.O.P.**

2. **No smoking** on weather decks or in cargo spaces. No smoking anywhere on ship when loading or discharging explosives or when gas freeing ship's tanks or loading inflammable cargo in bulk, except that Master may permit smoking in lounge and mess rooms, under properly controlled conditions. (Blue Manual section 6.385.)

3. **After cleared by Panel**—all crew and visitors off and on central ships must be convoyed to and from Customs.

4. **Advise S.O.P. at once** of (a) *welding proposed*, (b) *hazardous cargo on ship or pier*, (c) *lighters and their cargo*, (d) *immobility*, (e) *any evidence of sabotage*, (f) *immediately any holds are completely unloaded*, (g) *any unusual occurrence*.

5. **Study and know** Regulations for the Security of Vessels in Port (Blue Manual), you will be examined thereon, particularly: Sections 6.303, 6.307, 6.315 and the note, 6.316, 6.322 subject to COTP special orders to Ship Inspection Detail), 6.323, 6.324, 6.331 particularly the note to (e) re welding and (2) and (3), 6.337, 6.345 (as modified by special COTP, and in Area II Army Orders), 6.355, 6.356, 6.358, 6.359, 6.363, 6.364, 6.366, 6.368 and 6.385.

(SM-12/43)  
Reissued 1 May, 1944

Location of fire stations, fire axes, extinguishers, deck hazards, etc.

Key to Symbols:—

☉ FIRE EXTINGUISHERS

☉ FIRE STATIONS

☉ FIRE AXES

H HAZARDS

W WELDING



(Indicate lighters on diagram, also cargo, if hazardous)

REMARKS: \_\_\_\_\_

(Original must be delivered to relief on board ship with instructions to do likewise. Reissue during C watch. Deliver old copy to Area H. Q. at end of C watch.)

Platoon No. Watch A  
Your Signature

Platoon No. Watch B  
Your Signature

Platoon No. Watch C  
Your Signature

UNITED STATES COAST GUARD  
(V. P. S. F.)

Date: Pier No.

Ship No. Master

First Mate Chief Engineer

Gun Crew Officer

Name and C.G.I. number, Ringe (Oceanic) Guard

A B C

Ship's Duty Officer	Watch	Quarters
1.	A	
2.	B	
3.	C	

	Watch	Time
Draft: Frd. Aft.	A	
Draft: Frd. Aft.	A	
Draft: Frd. Aft.	B	
Draft: Frd. Aft.	B	
Draft: Frd. Aft.	C	
Draft: Frd. Aft.	C	

Stevedoring Firm

Boss Stevedore A B C

Type of cargo in Holds Nos. (if hazardous, advise S.O.P.):

1. 2. 3.

4. 5. In Lighters

Ship working Holds Nos.:

CHECK LIST A WATCH (Answer Yes or No)

(References are to COTP orders or to sections of BI Manual—Regulations for the Security of Vessels in Port)

SEC. 6.316 1. Critical spaces secured unless working:  
(a) Radio sealed: (b) Radio room:  
(c) Wheel house: (d) Chart room:  
(e) Fore peak: (f) After peak:  
(g) Store rooms: (h) Magazines:  
(i) Steering engine compartment:  
(j) Fantail escape hatch: (k) CO<sub>2</sub> comp

COTP 2. (a) Code flags secured: (b) Name plate secured

COTP 3. Hose connected—Fore: Aft: Midships (or available)

6.359 4. Emergency Towing Hausers—Fore: Aft: (Anchors can be dropped or hove out only under 6.360)

6.358 5. Fire axes—Fore: Aft:

6.364 6. Lights: (a) Over fantail: (b) Main deck (c) Alleyways: (d) Off-shore side: (e) Barges, lighters (or from ship): (f) Working cargo hatches lighted:

6.316N 7. Ventilators screened: Sounding and vent pipes secured or screened:

6.375 8. Hatches secured, save-alls, cargo nets, stagings, removed or triced up unless ship is working except at lunch hours):

6.385 9. Designated smoking places—

6.368 10. Fire hazards, garbage, nature, amount and where

6.356 11. Immobility: (a) If jacking gear engaged not report to S O P: (b) If ship immobile not report why—engine under repairs, nature of reason, lack of power, etc. How long will remain immobile

COTP 12. (B Watch only)

COTP 13. Results of bilge and tank top inspection. (A watch only)

14. Fire boat in Area and where:

15. Neutral ships: (a) Location of sea cocks: (b) Do you know names of detainees:



UNITED STATES COAST GUARD  
PHILADELPHIA, PENNA.

GANGWAY LOG

AREA IV PIER 56

BERTH Port ☒ Starb. SHEET # 9

Date 6 Aug. 1943 Name of Vessel SANTI

Registry SPANISH

Visitor's Name (Print)	Coast Guard Identification #	Business Aboard	TIME		
			ON	OFF	
PAUL W. KELLY	04215976	V.P.S.F.	12.01 A	8.05 A.	J.S.
RALPH E. WATSON	05196432	V.P.S.F.	12.01 A	8.05 A	J.S.
FRANK W. NICKEL	07943521	V.P.S.F.	1.50 A	2.15 A	P.W.K.
COPIED FROM PREVIOUS LOG BY FRANK W. NICKEL			B.M. 1/2	Pl. 63	2.00 A
Paul W. Kelly, Sea. 1/2 Pl. 63					2.30 A
Ralph E. Watson, Sea. 1/2 Hdgtrs. Co.					3.30 A
JOHN JONES	04189309	V.P.S.F.	8.00 A	9.10 A	W.B.
WM. BROWN	04189420	V.P.S.F.	8.00 A	4.05 P	C.S.
Paul W. Kelly, Sea. 1/2 Pl. 63					8.05 A
JACK GORDON	BADGE # 7074	CUSTOMS	8.20 A	2.15 P	J.S.
ROBERT WELSH	F.B.I. 3036	F.B.I.	8.22 A	2.15 P	J.S.
MARTIN STONE	N.Y. 1147598	IMMIGRATION	8.35 A	2.20 P	J.S.
ROBERT ARMSTRONG	N. 1392	TARCA	8.40 A	4.25 P	C.S.
ABOVE IDENTIFIED 38 MEN					
John Jones, Sea. 1/2, Pl. 59					9.00 A
JOSE P. COSSA	SHIP'S PASS	CREW J.L.B.	COPIED	9.10 A	
JOHN JONES	04189309	CONVOY	9.20 A	4.05 P	C.S.
DR. A. MORSE	N. 1169	DOCTOR	9.40 A	12.10 P	J.S.
Wm. Brown, Sea. 1/2, Platoon 59					12.01 P
EDW. POTTER	09193529	U.S.C.G. FIRE DETAIL	12.05 P	1.00 P.	J.S.
CHARLES SMITH	06421243	V.P.S.F.	4.00 P	12.05 A	M.S.
MICHAEL ORTT	09594321	V.P.S.F.	4.00 P	12.05 A	M.S.
John Jones, Sea. 1/2, Pl. 59					4.05 P
JOHN LORD	04653920	TARCA	4.30 P	COPIED	J.L.B.
ABOVE IDENTIFIED 46 MEN					
WM. BINGHAM	N. 1349	LLOYDS	4.35 P	6.05 P	M.O.
GEORGE JACKEL	N.Y. 193421	MECHANIC	5.20 P	COPIED	J.L.B.
Charles Smith, Sea. 1/2, Pl. 42					6.00 P

NAME OF GUARD

RATE

UNIT

Michael Ortt

B.M. 1/2

Pl. 42

the security of the vessel. Of great importance was the ship's card (see pp. 71-2) upon which each detail recorded all the important facts about the ship. If this card was scrupulously filled out, an inspector boarding the vessel could find out in a very few minutes all about the ship. The ship's card showed the location of all hazards aboard ship, the nature of the cargo being handled in each hold, the location of all fire-fighting equipment, the names of the responsible officers of the crew, and dozens of other pertinent facts. The draft reading was taken, both fore and aft, twice during every watch. Under ideal circumstances, each man in a detail aboard a ship had an opportunity to take the card with him when his duty was that of roving guard.

### *Manning Allied Vessels*

Aboard an allied vessel, three was the ideal number of men in a detail. One man was posted at or near the gangway (the gangway log aboard allied vessels was usually kept by private watchmen), the second man would be on roving duty and the third man on relief and on call. Immediately upon boarding the vessel, the man in charge of the detail took the ship's card and made a thorough inspection, checking his card as he went along. He inspected the engine room as well as all other parts of the vessel.

### *Manning Neutral Vessels*

Aboard a neutral ship, the ideal number of men was five. Frequently two men were needed to handle the gangway and log which had to be very carefully kept. The roving watch was even more important than on allied vessels and a man always had to be on call for convoy duty. In addition to these duties, an apron watch had to be maintained. On the pier it frequently happened that a heavily loaded vessel could easily be boarded at either bow or stern by jumping from the pier onto the deck. Under ideal circumstances, an experienced rated man was put in charge of a ship detail and it often happened that a tour of duty provided the means of practical instruction for men with less experience who could be taught on the spot by the rated man in charge.

*Ship Inspection*

This was usually made by the Senior Officer Present and a detachment which checked the vessel very thoroughly, especially when she first docked, to make sure that officers and crew were thoroughly familiar with the regulations of the Coast Guard and any special regulations of the COTP.

*Hold Inspection*

As soon as any hold aboard a vessel was emptied by the stevedores, an officer and a detachment inspected it, making sure that all cargo was removed and that the hold was broom-cleaned. Special care in this inspection was needed aboard vessels which had been carrying cargoes of ore or chemicals or ammunition of any kind.

*Violation Reports*

Irregularities or failure to comply with the rules and regulations were written up in a Violation Report by the Senior Officer Present and forwarded to the proper Coast Guard Officers. This applied to violations either ashore or afloat.

*Tours of the Area*

Regular tours of the area were made by a Petty Officer or by the Senior Officer Present to observe all operations at all posts, afloat or ashore, or to assist any man with any problems which might arise.

*Officer of the Day Functions* (see Departmental Account)

The OD Section of the Staff provided officers to act as Officer of the Day continuously, and at all times. The section varied in number from fourteen to sixteen warrant officers and Ensigns, including a Senior OD with the rank of Ensign and Executive with the rank of Boatswain.

All members served regular watches as Officer of the Day in which function they performed the duties pertinent thereto, including acting for the Regimental CO in emergencies and ad-

vising him of all important actions and decisions, receiving reports from the various Area Command Posts and acting and reporting upon special incidents such as fires, accidents, sabotage, riot and similar emergencies; maintaining close liaison with the Duty Officers of the Captain of the Port, cooperating with him and keeping him advised of all matters requiring action by him or any departments of the Captain of the Port. Maintaining liaison between the various Areas and Staff Departments of the VPSF; maintaining both a rough and smooth regimental log; maintaining a board showing record of ships in port and compiling reports showing ships in each area during each watch, the number of guards assigned to shore facilities, interpretations of orders when requested by various areas. In general this office served as a clearing house for all VPSF and COTP information and transmitted it to the regimental departments involved.

#### PERSONNEL

Lt. Comdr. E. C. Helveston

Lieuts. (j.g.) Charles E. Fernald, Charles Lester, Willard P. Graham

Ensign John P. Henrie

Pay Clerk Irving Scharf

The personnel work was originally done in the Recruiting Office since, in the early days of the Regiment, the only problem was recruiting.

In December, 1942, a Personnel Assignment Office was created. Men who had been through the Training School had to be assigned to units. Lieutenant (j.g.) Edward Kerr was in command and served until 12 April, 1943, when pressure of business necessitated his resigning. Mr. E. C. Helveston had served with the Recruiting Office in a civilian capacity and when Personnel Assignment was created, he became Mr. Kerr's assistant. Mr. Helveston was sworn into the Regiment as a Pay Clerk in December, 1942, and succeeded Mr. Kerr in command. Soon after, he was promoted to Ensign and Farnham Warriner was sworn in as a Pay Clerk to assist him.



The task of sorting out and assigning the great number of men who had completed the Training School was enormous. All emphasis had previously been laid on getting men into the Regiment; the time had now arrived to assemble the men into Platoons. The Regiment started with about fifteen Platoons and by early April thirty-six Platoons had been formed.

*Personnel Card Record File Established*

The pressure in the Recruiting Office made it impossible to keep satisfactory records; as a result, the Personnel Assignment Office had to start from scratch and follow each man's record, checking on his training and finding out whether he had been assigned to a Platoon or not. By means of a thorough check, an accurate card file was set up for the entire Regiment. Later, a visible card file was used. There was a cross index system; one file was arranged by units, the other was an alphabetical file of the entire Regiment. In the file of each Unit names were arranged in order according to rank, rate, or grade. This made it possible to supply accurate information about the precise complement of each Unit. Such information was supplied to Headquarters in Washington every month and was available for the Commanding Officer of the Regiment each week. This scheme was originated and carried out by Mr. Helveston.

*Enrollment and Assignment of Men Accelerated*

When Mr. Helveston took charge of the Department, Morris Scheinfeld, who had been enrolled as a Boatswain on 29 December, 1942, and who had been connected with Headquarters' Company where he was in charge of enrollments, was assigned as assistant. It had been discovered that there was far too long a time between the date of a man's original application for enrollment in the Regiment, and the time of swearing him in. Mr. Scheinfeld's plan, which was put into operation, was to notify those members of each Training School class, who had completed their training work, to appear in a body at the Training School on an assigned night. At this time they were all sworn in together. Later

identification cards were issued at the same time. However, not all the members of each class could be handled in this way since some of the men might not have been cleared by Intelligence. In order to facilitate the work of Intelligence every man's record was checked as quickly as possible to determine whether he had any criminal record; considerable assistance was rendered by the Recruiting Office which took care of the fingerprinting.

Men who had completed their training were also given certain dates and times for applying for their clothing issue. Charles E. Fernald was appointed Boatswain on 3 August, 1943, and joined the Department to help in keeping the active records. His assistance was greatly needed since many men were being enrolled. Since he was a CPA his work was most valuable.

#### *Addressograph System Adopted*

It was Mr. Lester who devised the addressograph system early in 1944. It took many hours of work to compile complete information about each man in the Regiment. After this compilation was completed, an addressograph plate was made for each man. This plate showed his full name, serial number, grade, rank, or rate, address, including postal zone, the number of his class at the Training School, the date he was sworn in, his business and home telephone numbers, and the dates of any advancements or promotions. This ingenious method, which was a model of its kind, saved a great many hours of work since any part or parts of the plate could be blocked out and the remaining information printed for special uses. The plates were used, for example, for addressing envelopes and the process could be completed in about an hour. The plates were also used for printing time service cards, assignment papers, etc.

#### *Night Office Detail*

Willard P. Graham, who was appointed Pay Clerk on 21 June, 1943, was in charge of this detail. There were many capable typists who worked during the day and who were willing to serve three nights a week from 1800 to 2200. They served

under Pay Clerk Graham and assisted in completing work which had to be done for officers of various departments but which could not be completed during the day. Mr. Graham also arranged the assignment of serial numbers to every man, something which had not been done before.

Pay Clerk Scharf took charge of the personnel work at night; three yeomen were assigned to handle most of the typing and other work for the Personnel Department under his supervision. He had been assigned to Mr. Helveston in the early part of 1944 and was on duty every night of the week. One of his duties was to take care of assignment papers; another was to handle disenrollments, leaves of absence, and sick leaves. He also supplied the information to keep the visible file system up to date.

### *Enrollment*

On 3 August, 1943, the Regimental Staff work, especially on records, was materially improved by the enrollment of Charles E. Fernald as Boatswain. Mr. Fernald was a prominent Certified Public Accountant with great organizing ability. He was assigned the task of maintaining the Muster and gathering and co-ordinating the data of earlier enrollments to conform to Coast Guard Muster Roll requirements. This was a tremendous task. It was performed by Mr. Fernald, CBM Cox, one of his partners in Fernald and Company, and some of the office staff of his Company who were enrolled in the Regiment. Boatswain Fernald, later Lieutenant (j.g.), was given the assignment of Enrollment Officer and from that time forward, all enrollments and all disenrollments were prepared, co-ordinated, and reported to Headquarters under his direct supervision. His indefatigable zeal and ability leave their permanent mark in the splendid Muster record of the Regiment at Headquarters.

### PUBLIC RELATIONS

Lieutenant Patrick J. Stanton

On 29 July, 1942, formal public announcement of the "Philadelphia Plan" was made at the Navy Public Relations Office in

the Bankers Trust Building, Lieut. Comdr. (later Comdr.) Joseph L. Tinney, USNR, presiding. Captain Norman Hall, who was Liaison Officer between CG Headquarters in Washington and the Regiment, Commander Scott, and Patrick J. Stanton attended.

Representatives of the Philadelphia press and of several radio stations were in attendance and thus was inaugurated a continuing and favorable program of publicity for the infant Regiment.

Commander Scott invited people to write in and volunteer to enroll. Since Stanton wrote immediately, he was actually the first volunteer in the Regiment and in the United States. Stanton attended the first class of the Training School and was commissioned Ensign on 14 September, 1942. He was an assistant to Lieutenant (j.g.) William Bell, a former Associated Press man, who was officially put in charge of Public Relations and Intelligence. Shortly after, Bell enlisted in the Navy and Stanton was put in charge.

This department cleared all cases of men who sought to enroll in the Regiment, acting as an Intelligence Bureau. Every COTP identification card was cleared in this way. It is interesting to observe that the identification cards that were issued were the same as those issued to civilians who had been cleared by Intelligence. After about one thousand had been issued, the question was raised as to whether this or a military identification card should be used. Instead of withdrawing the old cards, it was decided that the ones in use served as a valid means of identification and, in order to save time, trouble and expense, they were used thereafter.

This department answered many of the inquiries that came from other Port Security Forces which were in the process of formation. All the releases were cleared through either Naval or Coast Guard Public Relations Offices. Chief Photographer's Mate Garland, who was a photographic editor of the Saturday Evening Post, acted as official photographer until he was sent to Europe by the Post. Michael Denning, a prominent photographer, then took the official pictures.



A great deal of free space for Regimental publicity was given by radio stations and by trade journals. This department also edited and produced "Pierage", the VPSF magazine which ran for about twenty issues, each containing eight to twelve pages. The department also wrote leaflets telling about the work of the Regiment. These were distributed to the personnel working in such large corporations as Philadelphia Electric and United Gas Improvement Company. All talks to be made before Rotary Clubs, Kiwanis, etc., were passed on.

A very successful enlistment campaign was conducted in the Spring of 1944. Voiture Locale No. 1 of the "Forty and Eight" Society of the American Legion lent its "Box Car"; and many of the Regimental Officers talked to various organizations. More than one thousand new men were enrolled as a result of this campaign.

Mr. Stanton supervised the making of the fifteen-minute training film for instruction in the use of the Smith and Wesson .38. This was used at the Training School until Boatswain Groff gave lectures and demonstrations. He also supervised and prepared any written material covering all the introductions of speakers at Regimental Reviews. He acted as master of ceremonies at the second Review held on 4 August, 1944, at Convention Hall. There being no further need for his services, Lieutenant Stanton was disenrolled in May, 1945, after devoting an enormous amount of time and energy which was of the utmost service to the Regiment.

One important adjunct of the department was a system of interviewing men who were going through training. It was arranged to have each man personally interviewed by two of his own classmates. Therefore, the Commanding Officer, with the help of the Training Officer, selected from each class in the Training School men who would be reliable interviewers. These men were selected on the basis of the information which they had given in their applications for enrollment. Such men were assigned in pairs and each pair interviewed from ten to fifteen members of their own class in the Training School. Men were paired for this interviewing in such a way that their temperament and experience

complemented each other; thus, a more accurate estimate could be secured of the men who were interviewed.

Each man filled out a questionnaire in which he described his education, his business or professional experience, his hobbies and other activities. The interviewers spent from fifteen minutes to half an hour with each man and endeavored to rate him as exceptional—one, two, or three, superior—one, two, or three, good—one, two, or three, adequate—one, two, or three. Such a rating was given for a man's experience, appearance and other important characteristics and an overall rating on the same basis was given for each man. At a final meeting, the interviewers interviewed each other, still acting as pairs. The Chief of the interviewers was made responsible for the operation of the system and he saw to it that when the interviewers rated each other there was no "exchange"; that is, if a and b as a pair, rated c, then c was never a member of the team which rated a or b.

A dinner meeting was held of all interviewers after every man in the class had been rated, and the Commanding Officer reviewed the work which had been done. The interviewers, thus, were frequently called upon to justify ratings which they had given. Sometimes the Commanding Officer revised a rating either upward or downward.

The result of this was that the ablest men were singled out and the Commanding Officers of the units to which they were assigned, were informed of their potentialities. In the earlier days of the Regiment, when the rapid growth made advancements to and in ratings both necessary and important, this information was particularly useful.

#### RECRUITING

Lieutenant (j.g.) E. Walter Hudson

Ensign Daniel Crawford, Jr.

Pay Clerks: Wallace Rehn and E. C. Bolles

Boatswain Robert L. Hance

When the Regiment was being formed, Lieutenant William E. Chambers was placed in charge of Personnel which at that time in-

cluded Recruiting, Enrollment, and Assignment. His original staff was composed not only of men especially designated for personnel work, but also of men who were enrolled but not yet assigned to definite duties. Thus, many future department heads began their Regimental work by interviewing applicants for enrollment on the sixteenth floor of the Packard Building.

Into the one-room Headquarters were crammed Operations, Supply, Personnel, and other miscellaneous departments. The interviewer did not take long with each applicant, and it took only five minutes for the latter to fill out a single sheet of information. Acceptance depended upon the judgment of the interviewers, and the work of these men, carried on under trying circumstances, was well done. In October, 1942, the Recruiting office began to assume its own special functions on the seventh floor of the Land Title Building. Personnel Assignment was separated and placed under Lieutenant (j.g.) E. Kerr with Pay Clerk E. C. Helveston as his assistant as a Personnel Department. George W. Blabon and Edward J. Kohlschreiber were appointed Ensigns in Personnel; Charles H. Patton and E. Walter Hudson were appointed Boatswains. Wallace Rehn and E. C. Bolles were given the rating of Chief Yeomen and toward the end of the year, Eugene Simonin and Daniel J. Crawford, Jr., joined the staff. Both these men were appointed officers early in 1943. Don Rose of the Evening Bulletin and Bob Synnestvedt of Bryn Athyn assisted as un-enrolled volunteers.

A new questionnaire was devised for applicants so that it resembled a Civil Service form. Citizenship qualifications were defined. The applicant filled out a preliminary slip in the outer office and the man on duty there made sure that the requirements of age, citizenship, draft status, and time availability were met. If they were, the applicant filled out eight or ten pages of papers and when these were checked, he was given a final interview by the duty officer and registered and assigned to the Training School. This process took about one hour per man. The great difficulty with this was that the applicants came in waves which were very

heavy just before a new class was about to begin at the Training School.

By the summer of 1943, the final form of application was approved by Washington and the filing system and other office routines were systematized. The issuing of Coast Guard Identification cards was added to the duties of the office and the first volunteers to assist in this were women from the Navy League. Later the Women's Office Detail supplied the workers.

When Ensign Simonin resigned, CBM George Gilson and Robert P. Hance were assigned to the office.

In October, Lieutenant Chambers resigned and was succeeded by Ensign Blabon who was officially designated Recruiting Officer.

In January, 1944, the duties of fingerprinting for enrollment and promotion were transferred to Recruiting. The office was kept open on Wednesday evening until 2100, a move which was very helpful to applicants.

In April and May the big recruiting campaign took place and a steady flow of recruits besieged the office. The overflow of applicants was tremendous, especially on Wednesday nights. All available offices were put to use and details from Headquarters Company and the various areas assisted. Interviewing, checking of applications, registration, and fingerprinting went on at high speed. Those on duty were hard put to it to do justice to the exacting standards at which they aimed. Regimental Command insisted upon careful screening of applicants while the Unit Commanders were anxious to get new men enrolled and on the water-front.

In the summer of 1944, Ensign Kohlschreiber resigned and Bos'n Hudson was promoted to Ensign. Chief Hance was appointed Boatswain.

At the end of November, 1944, Ensign Blabon resigned as Commanding Officer and was succeeded by Ensign Hudson.

When the Training School was discontinued, and offices were located in the Ayer Building, men could be enrolled who had hitherto been barred because of inability to attend the Training



School. At this time, files were carefully overhauled and a number of men, who had given up hope of serving, were brought in.

In the middle of a morning's work on 17 May, 1945, orders were given to cease enrollment. The office was kept open, however, and administrative routine carried on. At the end of May, Ensign Hudson was promoted to Lieutenant (j.g.) and Chiefs Rehn and Bolles were appointed Pay Clerks.

#### SECURITY

Lieutenant Emanuel Wirkman

Lieutenants (j.g.) Warren Baker, Edward Ryan and Thomas Strobhar

Ensign Earle Bayer

Warrant Officers Thomas Mayberry and Patrick Gaughran

The work of the Security Department began before the Regiment went on active duty. It was headed by Lieutenant Charles Johnson, assisted by Lawrence Thomason and Emanuel W. Wirkman; later by Messrs. Ryan, Baker, and Strobhar. When Lieutenant Johnson was disenrolled from the Regiment and assigned to duty with Coast Guard Headquarters, Ensign Wirkman succeeded him as head of Security.

In the earlier days of the Regiment the Security Officer with a small staff of trained experts devised a method of operation for the VPSF, which, by inspection and planning, so developed the men in the Regiment that, instead of performing solely the routine duties of watchmen and guards, they became trained individuals prepared to do the specialized work required in the Coast Guard operations.

All areas to be protected by the VPSF were first inspected and reported upon by the Security Staff. Surveys of the piers, warehouses and buildings in the areas were prepared. The construction, physical condition, provisions for safety and fire protection were outlined. The manner of protecting and watching weak points was devised. Plans and instructions were delivered to companies taking charge of areas.

The Security Department had an important job to do on the second day of the Regiment's service, 24 December, 1942, when a breastplate broke loose upstream and floated into the slip at Pier 53 South, constituting a serious menace to navigation. Mr. Wirkman was called in and arrangements were made for securing this breastplate.

The department improved the forms for ships' logs which had been used by the Navy. The keeping of such logs aboard neutrals was of the utmost importance and the information which they contained was frequently of service to the FBI and other government agencies. Abraham Shapiro, CBM, was later called to the Training School where he gave excellent lectures on keeping logs, both ship and vehicular. Ensign Ryan lectured on fire control and demonstrated fire apparatus at the Training School and Messrs. Baker and Johnson also lectured to the earlier classes. The following men, in addition to Chief Shapiro, deserve particular commendation for their work; Boatswain John E. Allen and Chiefs Thomas Atkinson, Meyer Goldman, Edward D. Knox, John McGeever, Robert Schork, and William Thomson.

It was Chief Atkinson who developed the plan for the inspection of plants for security measures. This work was taken over from the regular Coast Guard and expanded.

An idea of the operation of the department may be secured from the following: The Security Staff Officer on duty made a daily tour of all areas in charge of the Regiment. He observed conditions; noting changes, if any, in types of cargo and provisions for safe handling; inspected welding and hot work on board vessels and in the areas; saw that welding was properly done according to permit; that safety rules were observed and welding equipment in good order; that if loading of fuel oil was done, it was done safely and precaution taken for spills and overflow; that loading of inflammable and explosive cargo was done properly and under supervision; that cargo was placed with greatest degree of safety and in accordance with loading plans; devised and supervised the grounding of tankers and the loading of inflammable and explosive cargo; spot-checked neutral gangway logs and vehicular

logs; checked fire stations, fire equipment and alarms; ordered installation and replacement of first-aid fire-fighting equipment; checked cargo storage for hazardous and inflammable cargo and ordered removal or safe storage arrangements; checked fire and accident reports and damage; responded to calls to fires of importance and took over directions where necessary; examined and spot-checked ship-inspection reports and cargo-space or hull reports; advised transfer of men to undermanned areas from less active areas; inspected and questioned guards on safety and operations; observed well-being and morale of guards; inspected equipment and condition of mess halls; examined quantity and quality of food; reported to Security Officer on findings of day's tour by written report. The Security Officer also gave the Commanding Officer a report of his findings during the week and brought matters to his immediate attention.

Security also revised records for pier and vital war-production plant inspections; created a detail which made original and supplementary inspections of war-production plants and waterfront facilities.

The department revised ship inspection reports used by USCG for VPSF use; created a staff for instruction on ship inspection work, gave lectures and conducted instructional tours aboard ships; trained and qualified all officers, non-commissioned officers, and seamen who made ship inspections; later checked all ship inspection reports for errors and instructed inspectors regarding them, thus eliminating repetition of errors; checked all neutral gangway logs and area logs; instituted company and area log inspectors; arranged and delivered log instructions and maintenance lectures to companies.

Arrangements were made for the Coast Guard to send reports to areas of hazardous and inflammable cargoes that were to go through or be stored in any area so that VPSF would know of their presence and provide safety measures and would note the fact at Area Headquarters.

## STATISTICAL DEPARTMENT

Adviser : Robert L. Ketcham

Asst. Head : Bos'n Oscar V. Wallin

A consideration of the peculiar nature of the temporary reserve and the sources from which it drew its man-power led to the conclusion that a statistical study and tabulation of the enrollees should be made.

As a result, early in the history of the Regiment Robert L. Ketcham was designated as Statistician and Adviser and BM 1/c (later Bos'n) Oscar V. Wallin was made his assistant. The Adviser was purposely kept in his civilian status so that his relationship to the C. O. might be on a direct and informal basis.

Dr. Harold M. Lufkin, of the University of Pennsylvania, gave his services as mathematician. Through the use of a punch-card selector system, all kinds of statistics about the members of the Regiment could be obtained, such as amount of education, number of dependents, average age, special skills, etc. These statistics were of particular importance in predicting probable losses from the taking of men by Selective Service; the forecasts made in the Spring of 1943 proved remarkably accurate. The lay-out and the punching of the cards were done in a novel way, based on mathematical considerations.

All kinds of complicated charts and figures were compiled and studied with a view to future needs and emergencies that might confront the Regiment. Little was known in general of the activities of this department, but great were the services it was able to render. It was a unique operation supporting a unique organization. The Chief Clerks of the Department deserve special mention: T1/c Sparks and Magee.



## SUPPLY

Lieutenant Boris S. Chavin, Supply Officer and Company Commander

Ensign Robert R. Witlin, Assistant Supply and Personnel Officer

Warrant Officer Harvey J. Ford, Company Adjutant

Warrant Officer Walter T. Buggy, Inventory Officer

On 1 January, 1943, the Supply Company first operated as a unit. It kept on the job twenty-four hours a day, seven days a week, through 30 June, 1945. The Company started with one Supply Room and a complement of less than fifty officers and men. As of 30 June, 1945, it had five Supply Rooms, one Store Room, a Headquarters office, four officers: 172 men and eight women.

In the earliest days of the Regiment, the men of Line Platoons had to go to the Supply Room in the Keystone Building, 135 South Second Street, where they received all their gear including guns, ammunition, clubs, belts, holsters, sheepskins, and rain gear. All this equipment had to be returned at the end of a tour of duty. It was obvious that a trained Supply Company was essential. Ensign Albert H. Larsen was appointed Supply Officer with Pay Clerk Robert R. Witlin as Assistant in charge of Personnel. The Company was divided into three watches in charge respectively of Chief Storekeepers Harvey J. Ford, H. H. Pakradooni, and Maurice Solomon. Storekeepers served nine-hour watches which over-lapped at the times when gear was issued to men going into each new watch.

An efficient system for issuing and checking equipment and inventory control was soon developed. The Supply Company drilled at the Armory at Broad and Wharton and the training it acquired there enabled it to make a good showing at the Regimental Review. Ensign Larsen left the Regiment to enter the Army in June, 1943, and Ensign H. M. Watkins became Company Commander. On 12 December, 1943, a second Supply Room was opened and operated by the Company at Port Richmond.

The command of Supply Company again changed in December, 1943, when Pay Clerk Andrew Ruch, who was later promoted

to Lieutenant (j.g.), replaced Ensign Watkins. In the summer of 1944, an interested group of men from the Company took lessons in pistol shooting and many qualified for the expert pistol shot badge. In August, 1944, it was evident that Supply Rooms should be opened in Areas II, III, and IV. As a result, on 1 September, 1944, a Supply Room was opened in Area II in charge of CSK P. I. Greenspan.

On 30 September, another Supply Room was opened at Area III in charge of CSK Wilfred T. Brandon, who was later succeeded by Acting Chief A. Krasnoff.

After operating for twenty-four hours a day for twenty-two months, the original Supply Room at the Keystone Building on Second Street was officially closed on 29 October, 1944. The equipment and personnel were transferred to a new Supply Room at Area V with CSK Evans in charge. Chief Ford was made Adjutant in December, 1944, and during that winter, inspection trips were conducted for members of the Company in all areas. On 17 December, 1944, a special series of lectures and demonstrations for Storekeepers was conducted at Port Richmond.

When Lieutenant Ruch was on sick leave, Pay Clerk (later Ensign) Witlin handled the duties of Supply Officer.

The original Supply Room at Second Street was again opened in November, 1944, under Ensign B. S. Chavin who was at that time Procurement Officer. On 20 January, 1945, Ensign Chavin was placed in command of Supply Company. The Second Street quarters were used as a Supply Annex. The Supply Company had Headquarters at the Land Title Building, but moved with the other Staff offices to Coast Guard Headquarters in February, 1945. On 12 May, 1945, the Supply Company took over the operations of the Supply Room at Area I which had, up to this time, been operated by Area personnel. The duties of Supply Company attendant upon the end of Regimental operations were very heavy, especially in the last week of June, 1945. After the Regiment went on an inactive status, there was an enormous problem of collecting and disposing of equipment, fixtures, and supplies and of collecting winter gear which had been loaned to men

on line duty. As a result, a small detail was recalled to duty on 2 July, 1945, under the command of Lieutenant B. S. Chavin. The scope of the work accomplished by the energetic members of the Supply Company can be appreciated to some extent through the following facts. Some members served from twenty to fifty hours a week through their entire enrollment. As of 30 June, 1945, the Company numbered 180. Twenty men served from January, 1943, until 30 June, 1945. Supply Rooms were operated for a total of more than 50,000 hours. The total man-hours served by all personnel exceeded 120,000. It is estimated that guns were issued and returned more than 188,000 times, thus, almost a million rounds of ammunition were issued and returned. Clubs were issued about 170,000 times and sheepskin coats almost 100,000 times.

The Supply Company handled its work with efficiency. In addition to this, the Supply Rooms themselves were models of good order and neatness. Anyone trained in Ordnance would have appreciated the careful attention given to sidearms and anyone versed in the best principles of storekeeping would have immediately recognized the good order and disposition of material. The neat racks for the guns and rows of sheepskin coats arranged by size on hangers are examples of this kind of thing. As in the case of many operations, there was little excitement or glamor attached to the work, yet the members of the Company enjoy a very deep satisfaction as a result of their great contribution to the smooth operation of the Regiment.

#### TRAINING SCHOOL, ORIGINAL

Lieutenant Commander Laurence H. Eldredge: Supervisor of Training \*

Lieutenant (j.g.) John F. Gummere: Assistant to the Training Officer

Boatswain Edwin N. Cooper, Jr.: Administrative Assistant

#### *Organization*

The Training School was originally set up as the United States Coast Guard Reserve School authorized by a Headquarters

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\* Assigned from Captain Marts' Staff to Philadelphia Regiment.

letter of 26 October, 1942. A Board of Directors was set up at a meeting on 4 August, 1942, and Lieut. Comdr. Lane was designated as Commanding Officer; Mr. Harold W. Scott, later the Commanding Officer of the Regiment, was appointed the Chairman of the Board; Laurence H. Eldredge, Professor of Law at the University, was appointed Administrative Assistant. The date of 13 August was fixed for the opening of the School for Class I and, as described in the History of the Regiment, the University of Pennsylvania provided quarters in the Law School Building. The University also granted permission to Mr. Eldredge to be enrolled as a Temporary Officer in the Regiment. Cooperation of Dean Edwin R. Keedy was also obtained. Dr. Ralph B. Allen, Assistant Professor of English at the University, was appointed Academic Assistant. Charles L. Adams, CEM, USCG, was assigned to the School on 12 August as Assistant to the Superintendent and Lecturer.

### *Original Curriculum*

The following was the original plan of the classes :

	Subjects	Instructor
A	Coast Guard History (1 period)	Charles L. Adams, CEM, USCG
B-C	Ranks, Ratings and Customs (2 periods)	Chief Adams
D	Ship Knowledge (1 period)	Mr. J. V. C. Malcolmson, Senior Surveyor in Philadelphia for Lloyds Register of Shipping
E	Ship Knowledge (machinery) (1 period)	Mr. W. H. Runham, Engineering Surveyor in Philadelphia for Lloyds Register of Shipping
F	Anti-Sabotage (1 period)	Mr. Charles S. Johnson of the Consolidated Fire Alarm Company
G	Anti-Sabotage (2nd period)	Chief Adams
H	Use of Small Arms (1 period)	Mr. John G. Hanna, Special Apparatus Section, Radio Corp. of America
I-J	Dock Knowledge (2 periods)	Mr. John J. Egan, Secretary, Philadelphia Maritime Exchange
K-M	Loading Cargo (2 periods)	Mr. Howard Cole, Vice-President Murphy Cook & Co.



L	Anti-Espionage (1 period)	Chief Adams
N	Loading Explosives (1 period)	Captain John M. Campbell, Surveyor in Philadelphia for the Board of Underwriters of New York
O	Fire Prevention (1 period)	Mr. C. W. Johnson, Asst. Sect. The Insurance Company of North America
P-Q	Air Raid Instructions (2 periods)	Lieut. Kenneth Day, USNR
R	Waterfront Labor Relations (1 period)	Mr. Victor J. Carney, Financial Sect., Local No. 1242 I. L. A.
S	Foreign-Flag Practices	Mr. Douglas Braik, British Consular Security Officer at Philadelphia

In addition to the foregoing, the original curriculum included instruction in the use and handling of the .38 calibre service revolver on the pistol range, under the direction of Mr. Sigmund S. Harrison.

Precisely at 1900 on 13 August, 1942, Class I was called to order. Introductory remarks were made by Captain Coffin, DCGO, Commander Scott, and by other members of the Regiment. Class I had a very distinguished membership who proved their sincerity to a man by braving a torrential rain storm. The plan of the School called for two forty-five minute periods each night starting at 1900. On 31 August, therefore, Class I completed its basic course; 147 men were certified.

On 22 August, 1942, instruction was first begun in the use of the revolver.

By the end of 1942, a total of eleven classes had completed the course and 1397 men had been certified. The first three classes were enrolled in a colorful ceremony at Independence Square on Saturday, 19 September, 1942. The Commandant of the U. S. Coast Guard, Russell R. Waesche, who was a Vice Admiral at the time, made an address.

#### *Changes in Personnel*

Laurence H. Eldredge was enrolled as a Lieutenant on 26 August, 1942. Lieut. Comdr. Lane, who had been sworn into the Regular Reserve in December, was relieved of duty as Super-

intendent on 17 May, 1943, and was succeeded by Lieutenant Eldredge. In April, 1943, Lieutenant Richard H. Shryock was appointed Academic Assistant in the School, a position which had been vacant since Professor Allen had not continued with his original appointment. Lieutenant Eldredge then appointed Mr. Shryock as Assistant Superintendent. In May, 1943, the Training School was made a part of the Regimental structure and its Superintendent was named Senior Training Officer of the Regiment and was made a member of the Staff of the Commanding Officer.

The Military Training was carried on by a separate staff. See page 51.

A number of persons were assigned to assist in the work of the School, notably Katharine L. Jordan on 23 August, 1943; her rating at disenrollment was Yeoman First Class; Lillie S. Mooney, Y3C, on 15 October, 1943; Ruth C. Hall, Y3C, on 1 May, 1944. These women all rendered extremely valuable service. On 22 March, 1944, John Adams was assigned to the School and rendered valuable service, first as Seaman First Class and finally as Boatswain's Mate Second Class.

On 1 February, 1944, Lieutenant (j.g.) John F. Gummere, who had served on the Line as Seaman First Class, was assigned Assistant Superintendent of the School and replaced Lieutenant Shryock. Lieutenant Gummere, who was the Head Master of the William Penn Charter School, was a member of Class 24. On 5 June, 1944, Edwin N. Cooper, CBM, was assigned to the School and was appointed Administrative Assistant. He was principal of the Junior School at Girard College and an experienced educator. Chief Cooper stood watches in all the Areas in order to familiarize himself with the work of the Regiment and served the School most capably. After his appointment as Boatswain in 1945, he was made Educational Officer. See page 104.

#### *Improvements in the Curriculum*

The Staff of Lecturers at School was composed of experts who presented their subjects very well. Certain changes, however, were found to be necessary. Under Lieut. Comdr. Lane actual in-

struction in Small Arms Handling was included. Stenographic reports of the lectures were made and mimeographed bound copies were assembled. These proved helpful to some other units being established throughout the country. The later curriculum was as follows :

	Mon.	Tues.	Wed.	Thurs.	Time
First Week	A	C	E	G	1900-1945
	B	D	F	H	1955-2040
Second Week	I	K	M	O	1900-1945
	J	L	N	P	1955-2040
Third Week	Q	S	U		1900-1945
	R	T	V		1955-2040
A Opening Exercises	Commander Harold W. Scott				
B Coast Guard History and Duties with moving picture, TASK FORCE	Lieut. Comdr. Eldredge				
C Ranks and Ratings	Lieut. Comdr. Eldredge				
D Ranks, Ratings and Customs	Lieut. Comdr. Eldredge				
E Saluting, with moving pictures, THE SALUTE and SAFEGUARD- ING MILITARY INFORMATION	Lieut. (j.g.) Gummere				
F Ship Knowledge	Mr. J. Roy W. Barrette				
G Stowage	Mr. J. Roy W. Barrette				
H Ship Cargo	Mr. J. Roy W. Barrette				
I Loading Dangerous Cargo	Lieut. Comdr. D. N. Tompkins, USCGR				
J Anti-Espionage	(Mr. Maxwell Chaffetz (Mr. Leon A. Francisco Special Agents, F. B. I.				
K Fire Prevention	Ens. Edward H. Ryan				
L Moving Picture, THE CHEMISTRY OF FIRE					
M Anti-Sabotage	(Mr. Maxwell Chaffetz (Mr. Leon A. Francisco Special Agents, F. B. I.				
N Moving Picture, GUARDING AGAINST SABOTAGE					
O Small-Arms Instruction	Ens. Walter C. Groff				
P Self Defense	Ens. Walter C. Groff				
Q VPSF 12	(This was the intelligence test)				

R Water Front Duties	Ens. Thomas P. Mikell
S Customs Inspections	Mr. George S. Pefall Asst. Collector of Customs at Philadelphia
T Immigration Inspection	Mr. George A. Marine Immigration Inspector in Charge of Philadelphia
U German Sabotage Methods	Comdr. Amos J. Peaslee
V Log Entries	Abraham L. Shapiro, CBM
<hr/>	
Superintendent of the School	Lieut. Comdr. Laurence H. Eldredge, USCGR(T)
Assistant Superintendent of the School	Lieut. (j.g.) John F. Gummere, USCGR(T)
Administrative Assistant	Edwin N. Cooper, CBM, USCGR(T)

This represents a number of changes that had taken place from time to time. Notable additions to the faculty were: Boatswain J. R. W. Barrette—later Lieutenant (j.g.)—who lectured on ships; he had a very broad background of ship knowledge, and Boatswain Walter C. Groff—later Lieut. (j.g.)—whose lectures on Small-Arms were admirable, Ensign Thomas P. Mikell who talked on practical problems connected with waterfront duties. A new series of lectures on Fire Prevention was instituted in November, 1943, by Ensign Edward H. Ryan, a member of the VPSF Security Staff. On 29 December, 1943, a standard intelligence test was first given and was administered to all classes thereafter by Lieutenant (j.g.) Gummere. The Henmon-Nelson Test of Ability was used and about 1300 trainees took it. It is interesting to observe that the median score was precisely 100; the average score was 95. Some excellent films were used in training such as TASK FORCE first shown in February, 1944, and a restricted film, GUARDING AGAINST SABOTAGE, which was very effective. The whole Course lasted eleven nights running for two weeks from Monday through Thursday and the final week from Monday through Wednesday.

#### *Shortening of the Training Course*

By September, 1944, the Regiment had been organized into companies which were frozen in their respective areas. Each com-



pany contained many seasoned men and training on the waterfront was given to new recruits by such men. It was, therefore, thought wise to curtail the formal instruction given at the School and the number of nights at the School was cut from eleven to eight with the elimination of lectures on Stowage, Ship Cargo, Loading Dangerous Cargo, Customs and Immigration Inspections, German Sabotage Methods, and the Intelligence Test.

Instruction in drill and target practice, which had formerly been given after the Training School was completed, was now synchronized. This enabled men to be worked in and assigned to duty more quickly. The following is the final schedule:

	Mon.	Tues.	Wed.	Fri.	Sat.	Time
First Week	A	C	E	†Drill		1900-1945
	B	D	F	Pistol		1955-2040
Second Week	G	I	K	†Drill & *Pistol		1900-1945
	H	J	L	Pistol		1955-2040
Third Week	M	O	†Drill	†Drill		1900-1945
	N	P	†Drill	†Drill		1955-2040
A Opening Exercises				Comdr. Harold W. Scott		
B Coast Guard History and Duties with moving picture, TASK FORCE				Lieut. Comdr. Eldredge		
C Ranks and Ratings				Lieut. Comdr. Eldredge		
D Ranks, Ratings and Customs				Lieut. Comdr. Eldredge		
E Small-Arms Instruction				Ensign Walter C. Groff		
F Self-Defense				Ensign Walter C. Groff		
G Saluting, with moving pictures, THE SALUTE and SAFEGUARD- ING MILITARY INFORMATION				Lieut. (j.g.) Gummere		
H Ship Knowledge				Lieut. (j.g.) J. Roy W. Barrette		
I Fire Prevention				Lieut. (j.g.) Edward H. Ryan		
J Moving Picture, THE CHEMISTRY OF FIRE						
K Anti-Sabotage				Mr. Leon A. Francisco Special Agent, F. B. I.		

(† Given at 108th Field Artillery Armory, Broad and Diamond Sts.)

(\* Pistol Qualifications on Saturday will be scheduled during the day.)

L Moving Picture, GUARDING  
AGAINST SABOTAGE

M Anti-Espionage	Mr. Leon A. Francisco
N Water Front Duties	Ensign Thomas P. Mikell
O Log Entries	Abraham L. Shapiro, CBM
P Rating Interviews	

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Supervisor of Training and Superintendent of the School:	Lieut. Comdr. Laurence H. Eldredge, USCGR(T)
Assistant Superintendent of the School	Lieut. (j.g.) John F. Gummere, USCGR(T)
Military Training Officer	Lieut. (j.g.) James L. McVey, USCGR(T)
Administrative Assistant	Edwin N. Cooper, CBM, USCGR(T)

Class 43 was the last to complete this Course. The Training School as such was abolished by order of the DCGO under date of 5 December, 1944.

### *The Special Day School*

A number of men were able to serve only the B Watch (from 0800 to 1600) because of their civilian occupations. It was, therefore, difficult, if not impossible, for them to attend evening classes. Men were badly needed for the B Watch so it was decided to have a day schedule and one class went through beginning on Monday, 19 June, 1944. Three periods a day were held and the class ran for two weeks. Military Training and Revolver Practice were synchronized with it and the course was somewhat shortened. This was Class 39 and it was under the special direction of Lieutenant (j.g.) Gummere. Of 123 men who were assigned to that class, only 100 entered and only 76 had complete attendance records. Thus, in spite of the special planning and the extra effort, the results were not entirely satisfactory.

### *Special Training Course for Women*

Women who went through the Training Course were enrolled as Specialists Third Class or Yeomen Third Class after

they had met all the training requirements. The first class of women started its course on 19 April, 1943, with eighty in attendance. This was the first training course for women in the VPSF in the United States. Lectures were given in Coast Guard History, Ranks, Ratings and Customs; Fire Prevention, Anti-Sabotage, Anti-Espionage, and Ship Knowledge. Two moving pictures were also shown and there was a special lecture on Military Correspondence. Lieutenant (j.g.) Rosalie Schachner lectured at Class II not only on Military Correspondence, but also on Headquarters Administration.

After this, the women were assigned to the regular men's class beginning with Class 24. This proved to be satisfactory; its only disadvantage was that one or two of our snappier lecturers thought it necessary to make certain slight revisions in their text. The women took a keen interest in all the lectures.

### *Officer Command School*

Shortly after the Regiment went on duty, it was thought wise to give additional training to Officers and Warrant Officers. Such a course was started on Monday, 22 February, 1943, and met for two forty-five minute periods on seven successive Monday nights. The same course was given on seven successive Friday nights beginning on 26 February. Half the Officers attended the Monday session and the other half attended the Friday session; there were one hundred sixty-eight in all.

The Officer and his Comport-

ment:

Ensign (T) Edward A. G. Porter

Platoon Organization:

Ensign (T) Joseph Daikeler

Details of Platoon Adminis-

tration: (2 lectures)

Ensign (T) Walter H. Chapman

Use of Small-Arms and Gas

Masks:

Ensign (T) Sigmund S. Harrison  
(Assisted by Naval Personnel)

Platoon Drill (Actual Drill)

Nautical Lore:	Lieut. (j.g.) (T) Gustav Olander
Ship and Gear Knowledge:	Lieut. (j.g.) (T) Gustav Olander
Physical Conditioning and Self Defense:	Ensign (T) Josef Daikeler (As- sisted by a group who demon- strated Self Defense)
Waterfront Security (2 lec- tures):	Lieut. (T) Charles S. Johnson

*Special Class in Fire Prevention*

In view of the heavy responsibility of the VPSF in guarding the most important areas of the waterfront, additional precautions against fire were felt to be necessary.

On 13 November, 1943, by authority of Headquarters, the Fire School of the United States Coast Guard at Fort McHenry, Baltimore, Maryland, was made available for the training of limited numbers of selected individuals from the various Temporary Reserve components throughout the country. Philadelphia was given ten places. The ten officers who began this course on 29 November, 1943, learned so much in the intensified studies of one week that it was determined to disseminate their knowledge by duplication on a modified scale for large numbers of the Philadelphia Regiment. On 30 December, 1943, Commander Scott appointed Lieutenant Commander Edward C. Page, Executive Officer of the Regiment, and a committee of the officers who had taken the course at Fort McHenry, to work out a special course in fire prevention with later practical work in fire fighting. This was accomplished and then the course was placed under the control of the Senior Training Officer.

It consisted of two evenings of lectures, demonstrations, and moving pictures at the Training School and was followed by morning demonstrations of Fire Control Methods at the Atlantic Refining Company's Plant. All of the lectures were Regimental Line Officers who had taken the Course at the Coast Guard Training School at Fort McHenry, Maryland. The Course was as follows:



Movie, THE CHEMISTRY OF FIRE

Demonstration of Fire Alarm Boxes:

Joseph Curren, BM2C, USCGR (T)

Lecture on Types of Fire Extinguishers and Their Uses:

Ensign (T) Arthur Horton, USCGR

Lecture on Fire Fighting Tactics—  
Portable Equipment:

Boatswain (T) E. B. Marter, III,  
USCGR

Short Talk on the Coast Guard Reserve in Fire Fighting:

Ensign (T) H. M. Tobin, USCGR

Lecture in connection with films  
MN-61A and 61B Fire Control  
No. 1 and No. 2. SCG-175,  
Waterfront Fires:

Boatswain (T) Philip Price, USCGR

In all, seven classes were instructed. About 726 men of all ranks and ratings were enrolled. Most of these men were later assigned to duties connected with special area fire details.

#### *Mass Inductions for Classes*

There had been no ceremony for induction of men who had completed training and had been certified after the special ceremony in September, 1942. When Lieutenant Eldredge became Superintendent of the School, he suggested that all men who had been cleared in each class should return a week or two later to the Training School to be sworn in as a group. This suggestion was adopted and Class 18 was the first to be sworn in in this way (on 8 June, 1943).

This reassembling of the class at the Training School was used for various purposes besides the swearing in. For example, certain papers were filled out and assignments were given for clothing issue. The Commanding Officer spoke on the importance of the work about to be undertaken. Later on, identification cards were issued at this time. The ceremony of swearing in the men was conducted in a dignified and solemn manner.

#### *Conclusion*

The Training School had to start from scratch. There were no precedents to guide it and the entire program had to be developed on the spot. Civilians from all walks of life had to be taught

discipline as well as the fundamental duties which they were expected to perform on the waterfront. This had to be done in the short space of ten two-hour sessions. Rigid rules which were fairly, but thoroughly enforced helped to accomplish this end. A great many stories might be told which would illustrate the high spirit of service which was imbibed by the trainees. Many are the stories which could be told of self-sacrifice made by men who were determined to do their job thoroughly and well. The lecturers put their best efforts into their work and these were reflected in the interest and inspiration of the trainees. The Training School reflected the high purpose of the volunteers who entered the VPSF. It also proudly stands as the model of many other such schools throughout the country. From its first session on 13 August, 1942, until its last session on 5 December, 1944, it had been in continuous operation for twenty-eight months. A total of 6,696 men and women had been enrolled and 5,963 had been certified as completing the work. Thanks to the tireless efforts of Lieutenant Commander Eldredge, the School was at all times a great credit to the Regiment. Though enrolled for part-time duty, Mr. Eldredge spent virtually full-time for more than two years and to him must go much of the credit for the success of the School.

#### TRAINING SCHOOL, LATER

Lieut. (j.g.) John F. Gummere  
Bos'n Edwin N. Cooper, Jr.

When the original Training School was abolished by order of the DCGO in December, 1944, Class 43 was allowed to finish its course. Lieutenant Commander Eldredge who had been assigned from Captain Marts' staff as Supervisor of Training soon afterward was put on inactive status. By order of Commander Peaslee, the Commanding Officer at the time, Lieutenant (j.g.) Gummere, who had been Assistant Training Officer, was appointed Regimental Training Officer. Chief Cooper continued as his assistant. Although all phases of Regimental training were tech-

nically under the command of the Regimental Training Officer, he left complete control of the Military Training to Lieutenant (j.g.) McVey although he visited the Armory on many occasions and took part in the swearing in of recruits which was carried on, for convenience, at the Armory.

Since each Company by this time had a number of men who were fully competent in giving practical training to recruits on the waterfront, it was decided to limit the Training School Program to two hours on each of two nights. The courses given were as follows:

#### First Night

First Hour: An introduction to the Coast Guard followed by an inspirational motion picture such as *TASK FORCE*.

Brief Recess

Second Hour: Ranks and Ratings.

Customs and Saluting followed by a motion picture, *THE SALUTE*.

#### Second Night

First Hour: Fire Duties followed by the motion picture, *THE CHEMISTRY OF FIRE*.

Brief Recess

Second Hour: Ship Duties.

On several occasions the Training Officer was fortunate in having Lieutenant Commander J. Bennett Nolan give a brief introduction to the Coast Guard. This he did, with admirable effect. The Training Officer, assisted by Bos'n Cooper, gave the lectures on Ranks, Ratings, Customs, and Saluting. The Training Officer also gave a brief talk on Fire Duties on the second night. Lieutenant (j.g.) Roy W. Barrette gave a lecture on Ship Duties. Sometimes the Training Officer or Bos'n Cooper took his place. In this lecture, the Ship's Card was explained in detail and the most practical and helpful instructions was given in connection with directions for filling out such a card.

Through the courtesy of Lieutenant Richard H. Nelms, the Training School courses were given at the Coast Guard Auxiliary Base, 1011 Chestnut Street. Every facility of the Base was most generously put at the disposal of the VPSF. Classes were usually

held on every Tuesday night. The lectures of the first night alternated with the lectures of the second night. For the benefit of men who were frozen on the "B" watch, the entire four hours of lectures, with an hour's break for lunch, were given on two Sundays. About 240 men and women attended the full training course under this plan.

#### UNITED STATES COAST GUARD INSTITUTE

Bos'n Edwin N. Cooper, Jr., Educational Officer

At Groton, Connecticut, near the Coast Guard Academy, is located the Coast Guard Institute. The Institute is really a correspondence school. It offers courses of three types, Ratings, Service, and Academic. In order to secure advancement to or in any rating in the Coast Guard, the enlisted man or woman must take the courses prescribed by the Institute for that rating. The result is that a tremendous volume of correspondence is carried on; at one time about 50,000 members of the Coast Guard were taking courses at the Institute. Service courses are of a technical nature and include Engineering, Radio and such "line" subjects as Navigation, Meteorology, and Coast Guard Law Enforcement.

The Academic courses include many high-school subjects and credits are granted for the completion of such courses.

No fee is charged for the courses and all members of the Coast Guard, including the Temporary Reserve, are eligible to take them. Each student proceeds at his own rate of speed.

After a visit to the Institute in August, 1944, Lieutenant (j.g.) John F. Gummere, who was at that time Assistant to the Training Officer of the Regiment, suggested that an opportunity be given to the Philadelphia VPSF to take work at the Institute. However, the time did not seem to be right and no action was taken until the spring of 1945. At that time, the Commanding Officer approved the idea of offering the courses to our men.

In April, 1945, the Regimental Training Officer, through the Department Heads and Unit Commanding Officers, made a survey to see how much interest there would be if courses were offered.



Thanks to the cooperation of the persons through whom this inquiry was made, it was discovered that more than 100 men and women were interested.

The plan was, therefore, placed in operation on 12 May, 1945, and Bos'n Edwin N. Cooper was appointed Educational Officer. Under the rules of the Institute, all material must be handled through an Educational Officer. Bos'n Cooper interviewed applicants for enrollment, forwarded information concerning all applicants to the Institute, received and passed on to the men their books and assignments and recorded the grades for work that was completed. The work that devolved upon the Educational Officer and his staff was heavy and the Regiment was fortunate in the fact that Bos'n Cooper, who is head of the Junior School at Girard College, had had a great deal of educational and administrative experience. It was necessary for him to interview each candidate in person. Interviews were carried on much as they would be for admission into any educational institution. The assistance of Chief Yeoman Lydia R. Sobbe was invaluable. She handled the large volume of course and record keeping and by the efficient performance of her duties, maintained the steady flow of material between student and institute.

It is to be noted that after the Educational Officer has forwarded information concerning an applicant, all textbooks and assignments are sent by the Institute to the Educational Officer and from this Officer to the man. Completed assignments are sent by the man to the Officer and thence to the Institute. A record has to be kept of all such transfers and assignments.

More than 100 applicants were interviewed and about 85 per cent of them were accepted as students. At the time of disenrollment, 30 September, 1945, the names of 82 members of the Philadelphia VPSF were on the Institute rolls. The work of these students was of unusually high caliber; most of them received grades of better than 90 per cent. A wide variety of courses was elected and interest continued to mount. It seems likely that if the project had been started sooner, several times as many persons would have enrolled.

## TRANSPORTATION AND COMMISSARY

Lieut. (j.g.) John T. Brown, Jr.

The first head of the Transportation and Commissary Department was Ensign Walter E. Alessandroni. He began work in the fall of 1942.

The problem of transporting members of the Regiment to and from duty areas at a time when gasoline, for any purpose, was almost unobtainable confronted Ensign Alessandroni as soon as the title of Transportation Officer was conferred upon him.

To convey men from the Clothing Locker on Second Street below Chestnut to the areas, the Coast Guard was induced to supply two trucks—one to Area I and one to Area II. This arrangement, however, made no provision for getting those assigned to duty from their homes or places of business to the Clothing Locker.

As Transportation Officer for an organization unknown to the War Price and Rationing Boards, Ensign Alessandroni had a real problem on his hands. He was so successful, however, in acquainting the authorities with the essential character of the work performed by the VPSF that the fullest cooperation was secured from the Rationing Boards.

Lieut. Comdr. Page placed at the disposal of staff officers a coupe which was later donated to the Coast Guard for the duration. Through the cooperation of the City authorities, parking space on Moravian Street was made available for those having business at Headquarters in the Land Title Building.

In March, 1943, Ensign Alessandroni was called into service. Ensign Hartman then assumed the Transportation job along with many other duties until June, 1943, when Ensign Brown, who had served as aide to Lieut. Comdr. Page, was made Transportation Officer.

As the duty areas increased in number and facilities for handling clothing at the areas became available, parking space at the areas was arranged for. Identification cards for personally owned cars then were necessary and were issued to men who used their own cars in driving themselves and others to and from duty.

In the detailed work of processing the thousands of gasoline ration applications and in issuing car identification cards, Ensign

Brown was ably assisted by the members of the Women's Transportation Unit. Ensign Bispham, Chief Bateman, and Chief MacFarland manned the office daily, in addition to the other duties described under the story of the Women's Transportation Unit. (See page 108.)

For a whole year of duty on the waterfront, the members of the VPSF subsisted on chow brought from home, supplied sporadically by the Salvation Army and Red Cross canteens, or went hungry.

In December, 1943, arrangements were made by Commander Scott through Captain Coffin to have the Coast Guard Commissary provide chow to each watch at all areas. Chief Murphy, in charge of the Mess at the Third and Spruce Barracks, cooperated to the limit permitted by food rationing and on 15 December, 1943, the Women's Transportation Unit began deliveries.

It was then that the Transportation Officer also became Commissary Officer and learned quickly what everyone connected with a ship's mess knows—"You can't please 'em all!" Men who had "gotten by" for a year on a catch-as-catch-can basis became epicurean in their objection to certain processed meats—frequently spoken of by a very inelegant but extremely descriptive designation!

Area Galleys began to spring up, some in trailers, others more adequately housed. Refrigerators were secured, hot plates and other culinary equipment were provided. Demands for a greater variety of food increased. Chief Murphy provided what he could and the Women's Transportation Unit delivered it with a smile, regardless of weather.

Then came a well-remembered day when a panel-body delivery truck, soon designated the "Chow Wagon," was furnished by the Coast Guard Transportation Officer, Lieut. Jenssch. Ended was the era of soup-stained upholstery in the private cars the girls had been using.

As the Area Galleys grew in some cases to miniature short-order restaurants, the need for a man with restaurant experience was obvious. To the aid of the hard pressed officer in charge of

chow came Chief Louis S. Paulmier, Jr. Things went better under his experienced assistance. Butter—yes, real butter—eggs, milk, coffee, cake, pies and occasionally, ice cream—were added to the menu, and once in a while a bouquet would be found among the brickbats to which Lieut. Brown had become accustomed.

Meanwhile as transportation equipment became available, Lieut. Jensch again helped out by assigning jeeps for VPSF's use at one area after another and a "recon" car for the use of the Fire Detail.

To the everlasting credit of the hundreds,—yes, thousands of men who drove their cars for Regimental Duty be it said, that while a few had accidents, they were remarkably infrequent, none was serious, and not a single one was due to intoxication.

To all those who helped move, feed, and provide gasoline to the VPSF the succession of officers say a hearty "Well done."

#### WOMEN'S TRANSPORTATION UNIT

Ensign Anita deH. Bispham

The original purpose of this Unit was to transport men to and from their posts of duty on the waterfront and the members of the Unit were to drive their own cars.

They were trained in military procedure, fire prevention, anti-sabotage, and anti-espionage. There followed a course in motor mechanics and pistol training. On 8 June, 1943, the first group was sworn in under the Command of Ensign Bispham as the Women's Transportation Officer. In addition to Chief Bateman as second in command, there were twenty Specialists Third Class. Waterfront duty was delayed pending the arrival of uniforms, but office work was immediately begun. When Ensign J. T. Brown, Jr., became the men's Transportation Officer, the office work included processing applications for supplementary gas and the issuance of automobile identification cards. It was decided shortly afterward that the Transportation Unit should deliver chow on the waterfront. In the meantime, the men on line duty had arranged their own transportation by means of car pools and the like.



Deliveries of "chow" were started on 14 December, 1943. This presented a great many trying problems. With the weather foul, soup splashing on the upholstery of private cars, many delays caused by freight trains on Delaware Avenue, together with a great deal of flu, it became necessary to temporarily discontinue the 0200 delivery.

However, on 10 February, 1944, the regular schedule, of three deliveries every twenty-four hours, was established and maintained without fail through 30 June, 1945.

On 7 February, 1944, the Coast Guard turned over to the Food Detail a Chevrolet Panel Truck. This truck was large enough to hold supplies for all areas so that no return trips were necessary to the Commissary. Among other improvements, private cars were no longer bathed in soup, and the official car carried authority. In case of trouble, the Coast Guard Garage could be called on for help.

One incident deserves a paragraph. In a heavy snow storm of 1944, Specialists Correale and Gardiner got stuck on the railroad tracks in Area III. A Coast Guard truck came to pull them out and it got stuck. A Port Security man came to help with his car and he got stuck. At last another Coast Guard truck came to the rescue and pulled everyone out. Any reflection upon the driving of the women was effectively wiped out when several men were also bogged down.

Tear gas guns were furnished for the protection of the women operating the truck and they were trained in their use on the Lower Merion Pistol Range. Fortunately these guns were never needed and the question, "How could their operators have calculated for wind direction or velocity?" was never answered.

In addition to food deliveries, the Transportation Unit maintained messenger service two and one-half days a week which served the Barracks, Headquarters, and the Land Title Building while the Regiment had offices there. Office work called for a detail of two women for each watch with a third on call.

On 25 August, 1944, the Unit took charge of delivering all Commissary supplies, such as paper cups, plates, forks, spoons, paper towels, etc. This was handled by a Supply Detail com-

posed of women assigned to night duty and in charge of SP3C MacFarland.

The Transportation Unit also had a Stand-by car with driver always on hand, but since there was little demand for the service, members of the Office Detail took full charge of it. When VPSF Headquarters moved to the Ayer Building, the Unit did a good deal of driving for the Regular Establishment, whose duties called for a good deal of local travel. After the VPSF Regiment was put on an inactive status, the duties of the Unit did not cease for on 26 July, thirteen members were recalled to active duty. They did some driving and helped with the paper work involved in changing the status of members of the VPSF. Toward the end of August some work was done for the Coast Guard Separation Center and discharged veterans were driven to local destinations. When the entire VPSF was disenrolled, two members of the Unit were retained on duty to help with paper work. These were Lieutenant (j.g.) Bateman and Ensign MacFarland who were finally disenrolled on 31 October, 1945.

The operations of this Unit afforded one more proof of the kind of service which can be rendered in an emergency by volunteers. The lack of excitement and the tedium of delivering chow had its compensations in the knowledge that the men on the Line were regularly supplied with good food. The other services performed were also rewarding since they filled a very real need in the operations not only of the VPSF, but of the Coast Guard in general.

#### WOMEN'S OFFICE DETAIL

Ensigns: Martha E. Daikeler and Helen Mikell

The Women's Office Detail was established as a separate department of the Regiment on 8 June, 1943, under the command of Ensign Sara Scott. Her assistants were Chief Yeomen Martha E. Daikeler and Helen Mikell. Each of the Chiefs was on duty three days of the week. Ensign Scott also took over the duty of interviewing all candidates for yeomen to serve with line units.

The office detail took care of all clerical and stenographic work for the Regimental Staff. They also took care of mimeograph work.

Girls in the office detail were specially trained to handle the filing work. All papers pertaining to the Regiment, including the confidential files, were in their charge. In accordance with established practice, there was a jacket to hold all papers concerning each man in the Regiment.

Another duty that was handled while Headquarters were in the Land Title Building was that of running the telephone switchboard. Although the members of the office detail were enrolled for the standard twelve-hour-week minimum, most of them served two full days a week.

The office detail assigned women to assist the Supply Department; some worked at the Keystone Building which was the Supply Department for the Regiment.

Trained personnel were also assigned for many other activities of the Regiment.

Cecile Weiss and Grace Lenthe, Yeomen First Class, were in charge of the night office detail. Each of these details served four hours on each of three nights a week. They carried on with work that was begun during the day and had not been finished. They also helped the Operations keep records of the men's tours of duty.

In December, 1944, Chiefs Daikeler and Mikell were appointed Ensigns and Weiss and Lenthe were advanced to Chiefs.

On 5 January, 1945, when Lieut. (j.g.) Scott resigned, Ensigns Daikeler and Mikell were appointed to serve as co-heads of the Department. They continued to serve as before, three days each week apiece. They appointed, as their assistants, Chiefs Cora Wilcox and Mary Schwartz.

The members of the office detail were hard workers and always ready to take on any task for which their assistance was asked. Many of them worked far longer than the minimum weekly time and many were trained in the special services in addition to those already mentioned. Their assistance was invaluable.

A small part of the Women's Office Detail remained on duty until 30 September to complete the paper work and bring the files up to date.

## THE LINE

The operations on the Line were the all-important activity of the Regiment. The hard work of all the Staff Departments was aimed at one thing: excellence of work on the Line. Similarly, the hard work of all ranks and ratings responsible for the Areas manned by the Regiment was aimed at the same excellence.

The following pages contain brief descriptions of each Area and of the men who manned them. The histories of individual companies are of varying length and style; this is because a history such as this must depend upon information supplied by a great many persons. The Historian is indebted to these persons who so kindly furnished material.

The Regiment was on line duty for 917 days: that is more than twenty-two thousand hours. Only those who have actually served many watches on the line can appreciate the discomforts, the tedium, and the inconveniences which were the lot of the average man, no matter what his grade, rank, or rate. There was many a man whose knowledge and abilities made him fully capable of advancement in rating; many a Chief fully qualified for appointment to officer rank. Yet the quota of ratings and officers was officially limited and it was impossible to reward all deserving men. One who is not familiar with the work of the Regiment need only read the story of "Operations" to gain some idea of the magnitude of the task that was so successfully carried out by the Line units.

Technical information about pier equipment is based on "Port and Terminal Facilities at Ports on the Delaware River" (Army Engineer Corps, 1941.)

### GIRARD POINT

Area Commander: Lieutenant Josef Daikeler

Executive Officer: Lieut. (j.g.) Walter C. Groff

Biting Winds from Marcus Hook . . . Giant Mosquitoes in the Summer . . . Neutrals Taking Grain . . . Bleak Burma



Road . . . Logging in Cars at Post One . . . Cleaning the Gate Log . . . Discovering That Some Vehicles Had Gone Out the Rear Way . . . Posts Three and Four . . . Fine White Dust from the Grain Elevator . . . Ditto Down Wind Aboard Neutrals . . . The Clay Shed Ruining Shoes and Uniforms . . . The Luxurious Liner, *Rita Sister* . . . The Swank *Viscaya* . . . Gazing from the Fantail of a Ship at Pier Three across the River to Fort Mifflin . . . "Does anything over there let go, they don't even pick you up with a basket!" . . .

The Girard Point piers are about half a mile below the Penrose Ferry Bridge on the left bank of the Schuylkill River, near its confluence with the Delaware. It is served by the Pennsylvania Railroad which has a large freight yard close by.

Pier #1 is an open pier used for handling ores, scrap, and pig iron, etc. Its equipment consists of two 5-ton steam straight-line gantry cranes; two lifting magnets; one 16,000-pound car puller.

Pier #2 is an open pier about 1,000' by 200' with a shed at the rear end and is used for handling general cargo. Equipment includes seven steel cargo masts.

Pier #3 is used for the receipt and shipment of grain. There is a grain gallery with seventeen loading spouts leading from a 2,225,000-bushel-capacity storage elevator.

The Girard Point Area was in many ways quite different from any other area. It has no covered piers so that all posts afloat and ashore are exposed to the weather. The enormous grain elevator is a vital structure in any emergency. Here the famous Platoon 1, under the command of Ensign Josef Daikeler, later grew into two companies, responsible for the entire area. This Platoon which later became Company 1 and still later was divided into Companies A and B was, from the very first, keenly interested in training and improvement in service. Training in judo, fire fighting, and swimming was given to men in this organization. They were the first to hold military drill. Each man's blood was typed in case of accident. Platoon 1 began serving at Pier 53 and Pier 82 and at Girard Point. A vigorous recruiting

campaign in 1943 brought the Platoon up to the strength of a Company of 120. This Company then arranged to serve at Girard Point every day. On 19 June, 1943, they were joined in this work by Platoons 15, 29, and 33. Ensign Daikeler was appointed Area Commander. This arrangement of freezing certain units in a certain area had many advantages and was later carried out on the entire waterfront. By 1 July, 1944, Platoons 15, 29, and 33 were relieved from Area I and Company 1, assuming sole responsibility for the Area, was divided into Companies A and B. The former, under the command of Ensign John M. Nugent, who had held the rank of Boatswain in the original Platoon 1, the latter under the command of Ensign Walter Groff who, as a Boatswain, had been in charge of judo instruction.

Area I did not have enough officers; this meant that very great responsibility rested upon the Chief Petty Officer who was on duty.

An Area Engineering Officer prepared accurate and detailed maps of the entire Area, which were so valuable that the Philadelphia Fire Department requested copies for its own use. Tours of instruction were conducted for all men, and the duties of every post and all hazards and facilities of the Area were explained in detail. A telephone communication system was established between Headquarters and the entrance gate. Area I, as soon as it had certain contingents frozen on duty there, established its own clothing locker; side-arms and gear were checked and issued at Area Headquarters. This effected a great saving in time; other areas were able to follow this example later on. When Company 1 was divided into Companies A and B, Lieutenant (j.g.) Daikeler was relieved of the Company command which he had formerly held in addition to his duties as Area Commander. Later on, Ensign Walter Groff was appointed Area Executive Officer. Ensign Maris succeeded him as Commanding Officer of Company B.

An Area Staff Headquarters was established at 511 North Broad Street in the spring of 1944, thanks to arrangements which were made by CBM Rainey. The Area Commander and his Staff met there every Monday and Friday to conduct Area business.

In the fall of 1944, the average number of ships in the Area increased from two or three a day to six or seven; it was frequently necessary to draw on other areas for additional men.

When Area II was taken over entirely by the Army, Company G under the command of Lieutenant (j.g.) William M. Barstow, was assigned to Area I and first went on duty there on 27 December, 1944.

In the spring of 1945, men assigned to Area I constructed, at their own expense, a suitable barracks which proved to be a great morale booster.

The men who served at Girard Point had a fine spirit of comradeship. When it is cold in Philadelphia, it is colder on the waterfront and coldest in Area I where the winds have a long unobstructed course in all directions. When it is hot in Philadelphia, it is hotter on the waterfront and perhaps hottest at Girard Point where the mosquitoes come early and often and were credited with being as well trained and organized as the Area personnel whom they attacked.

In the fall of 1944, the Area Commander was promoted to Lieutenant and the Executive Officer and Company Commanders to Lieutenant (j.g.). Unfortunately, it was not possible to promote the Platoon Commanders to Ensign. In the spring of 1945, Lieutenant (j.g.) A. R. Williams assumed command of Company A replacing Lieutenant (j.g.) John M. Nugent. It is interesting to note that both Williams, Commanding Officer of Company A and Maris, Commanding Officer of Company B, had originally entered the Regiment as seamen first class. They had had the great advantage of serving in many capacities throughout the Area and of rising from the ranks. When operations of the Regiment were discontinued in the Area, the barracks were removed to a base at 511 North Broad Street.

On 1 July, 1945, the Area flag was hoisted over this base. The Commanding Officer's Citation was awarded to the Area Commander, the Executive Officer, and the three men who had been Company Commanders. The Area Commander, in addition to this, received the DCGO's commendation.

At midnight on 30 June, 1945, the Area Commander officially made the last entry in the Area Log: "The Area Commander, Area I, salutes all those men who have so generously and unselfishly helped to maintain security at Area I, Port of Philadelphia. Mission completed. So ends the day."

### *How to Post the Area*

At the gate a detail of three men, of whom two should be on duty at all times and all three should be on duty when the long-shoremen's shifts are being changed; also at 1200 and 1300. All men should be trained in keeping a vehicle log.

For adequate security, the grain elevator should be guarded by patrols on the south and west sides. This calls for a detail of at least three men. It is especially important, since anyone may enter the Area from these directions. Provision should be made for regular inspection of all three piers, including the clay shed, either by guards appointed for that special purpose, or by the apron watch assigned to ships which are berthed at those piers. The Coast Guard fire-boat, if moored on the south side of pier three, will be manned by trained personnel ready to assist in the vital fire-watch which must be maintained in connection with the grain elevator and its facilities. If a Chief is on duty in Area Headquarters, there must be on duty to assist him a rating who can rove the Area. This man should have thorough training in all phases of security so that he can make sure that proper measures are being taken at all posts afloat and ashore. It is highly desirable that an officer be on duty at all times.

In case of another emergency, if a vehicle log is to be kept, the back exit from the Area should be controlled.

No less than three men should be in the detail assigned to each Allied vessel and no less than five for a neutral.



## AREA II

(Army Cargo Port of Embarkation)

Area Commander: Lieutenant E. A. G. Porter

Executive Officer: Lieutenant (j.g.) Murray Morse

Icy Winds down Oregon Avenue Freezing the Gate Detail from Stem to Stern . . . The Original Headquarters Shack Large Enough for One Watch Officer of Average Size, One Chief, One Stove, One Head, and One Cloud of Smoke . . . Hot Ships at 96 . . . The Good Ship *Caritas II* . . . Vast Quantities of Stores of Lend Lease for Russia . . . Magnificent New Headquarters on the Second Deck of 98,1 . . . The Super Pin-ups . . . Caption beneath One of the Best: "Constructed according to Coast Guard Specifications" . . . We Watch the Ships While MPs Watch the Shore, Gangways, and Red Cross Trucks . . . Boots and Saddles! Or was it "Saddled with the Boot?" . . . Squads Marching into the Area under the Eyes of the Army . . . Polished Apple for Porter . . .

All the piers in Area II are owned by the United States Government and have connections with the B. and O., PRR, and Reading Railroads. They are approximately at the foot of Oregon Avenue.

Pier #100 is an open wharf. It has a pneumatic marine leg and is used for the receipt of linseed and molasses and the shipment of various cargoes.

Pier #98 is of brick and concrete construction and consists of two sheds, each three floors in height. The lowest floor is a transit shed. The equipment includes a 25-ton steam locomotive crane with a 50' reach; cargo shackles on roof of shed; tractors and trailers.

Pier #96 is an open pier but has a steel frame, metal-covered shed about 1,000' by 92'. Its equipment includes 15 cargo masts and 4 gasoline lumber carriers. It was used during the war for loading "hot" ships.

On 7 April, 1943, Piers #96, #98, #100, and #103, together with adjacent shore posts, were taken over for the Coast

Guard by the VPSF. Eventually, this Area was manned most effectively under the command of Lieutenant Edward A. G. Porter, whose tact and occasionally acid good humor may have assisted the companies in earning at least two commendatory letters from the Army with whom responsibility for Area security was shared. Assisting the Area Commander in his work were his Executive Officer and Adjutant, Lieutenant (j.g.) Murray Morse and Ensign Michael C. McManus. The leadership quality of the Company officers and ratings greatly reduced the problems of the Area staff.

Companies C, D, E, F, and G, were formed, respectively under the commands of Ensigns Thomas J. Reilly, W. West Frazier III, Thomas P. Mikell, John J. Herd, and William M. Barstow, and were the Area complement. The able leadership of these Company commanders was supported by skilled ratings and men especially trained for the problems peculiarly involved in the loading of "hot" ships. The Area II Manual prepared by Lieutenant (j.g.) Mikell was later adopted by the Port Security Force in all Areas.

The Area presented many difficulties, chief of which was the continual struggle between security regulations and their enforcement on the one hand and the necessity of moving cargoes to theatres of war without delay on the other. Colonel McNab, U. S. A., and his staff were at all times most cooperative. That the problem was capable of solution was attested to by the absence of major catastrophes and the amount of tonnage moved.

The gate detail, originally composed of VPSF men but later assumed by a larger force of Auxiliary Military Police, was charged with the difficult task of checking "ID" cards of the stevedores and other personnel who entered and left the Area at all times of the day and night, and with the maintenance of a voluminous and complicated vehicle log. These duties were particularly onerous between 0500 and 1800.

It is to be noted that the gangway logs were kept by representatives of private agencies on allied vessels. Few neutrals were berthed in this Area making it impossible to give all men experience aboard such vessels. This made the assignment of details

to such ships unusually important since it required the selection of men having training and experience in keeping neutral logs.

On 17 December, 1944, when Area II was turned over, in toto, to the Army, the Companies were reassigned as follows:

Company C to Area III  
Company D to Area IV  
Company E to Port Richmond  
Company F to Area V  
Company G to Girard Point.

This reassignment released to the other Areas the full complement, totalling approximately 600 men. At this time the watch schedule of the Regiment was altered so that companies served every sixth day. The Area II men, thus reassigned, were required to familiarize themselves with new duties, but accepted their often less attractive responsibilities with the same zeal and workmanship as had characterized their work in Area II.

### *Posting the Area*

Details of eight men, or at an irreducible minimum six, should be assigned to the Gate Watch in the absence of Auxiliary Military Police. In addition to a watch officer, a chief and a yeoman for log duties, two roving mates are required. Allied vessels require a detail of at least three men whereas neutral ships should have five.

In the case of "hot" ships at 96, the minimum detail is eight men and as many as 15 are sometimes needed. This greater number is required when gasoline cans are loaded from lighters, the procedure being to station one man at each hold, and on the lighters, to detect the presence of "leakers" and other dangerous loading conditions.

Subject only to the physical limitation of numbers, an active fire detail must be posted whose duties, inter alia, are the testing of fire lines, automatic sprinkling systems throughout the area, and a strict watch over the creosoted surface of Pier #100 which is close to the linseed oil plant and alcohol production center.

## COMPANY C

Commanding Officer: Lieutenant (j.g.) Thomas J. Reilly

Ensigns: Louis O. Benoliel and Edward H. Friel

Boatswains: James A. McCallion and Richard D. Patterson.

On 11 November, 1942, Platoon 14 was formed under the command of Ensign E. A. G. Porter with Warrant Officers Charles Brooks in charge of the Starboard Watch and Thomas J. Reilly of the Port Watch.

After completing the training course, the Platoon assumed active duty on 26 December, 1942, at Pier 82, South. In the spring of 1943, the Platoon moved into Area II.

On 27 June, 1944, Mr. Porter was promoted to Lieutenant and became Area Commander. The Platoon became Company C and Thomas J. Reilly, promoted to Ensign, became its Commanding Officer which position he held until the Regiment was disenrolled.

Company C grew from a platoon of twenty-four enlisted men and three officers to eighty-eight men and five officers. When Area II was turned over to the Army, Company C was assigned to Area III where it remained for the duration.

More than two hundred men in all were enrolled at one time or another in this Company. It numbered ninety-three at the time of disenrollment. Two members lost their lives during the active period of the Regiment. One accidentally while not on active duty; the other, former CBM Saul, who joined the regular Service and was killed in action.

## COMPANY D

Commanding Officer: Lieutenant (j.g.) W. W. Frazier, III

Ensigns: J. Marshall Crosman, Robert W. Dale

Boatswains: Harold C. Petersen, Matthew F. Van Istendal

Company D was composed of platoons 20 and 23. Platoon 20 first went on duty on 9 January, 1943; platoon 23 on 11 January, 1943; both at Girard Point. The two platoons alternated between Girard Point and Area III; the Company was finally assigned to Area II.



When Area II was turned over to the Army, Company D was assigned to Area IV.

Several members of the Company attended the Coast Guard Fire School at Fort McHenry; others attended the fire school at the Philadelphia Navy Yard.

The following men served during the entire life of the Regiment: Frazier, Dale, Crosman, Petersen, Davis, Johnson, Kelly, Hess, Newman, Thompson, Wallaz, Pulcinella, Dein, Loeb, Unglaub.

The following men served for more than two years without missing a watch: Frazier, Davis, Healy, Graham, Rugowitz, Loeb, D. Schwartz.

The following men were cited by the Commanding Officer:

September, 1943; J. C. Thompson, Y3C, platoon 23, for stopping a vicious fight between two crew members 22 August, 1943, aboard the *Manuel Calvo* without resorting to the use of weapons or threats. His intervention was at the request of the crew.

19 September, 1944, Fred Graham, CBM, Company D, during the "B" watch on 11 September, 1944, on ship #271. A carpenter working in #5 hold was pinned under a crate and one leg was almost severed. Graham immediately descended to the scene and applied a tourniquet to the injured man, disregarding his personal risk from overhanging cargo. His poise and presence of mind were especially commended.

20 September, 1944: David Schwartz, SIC on 30 December, 1944, while convoying members of a neutral crew into customs, one man was observed to be acting suspiciously. Schwartz brought a customs guard back over the route which they had followed and found a package containing \$669.00 in invasion money which the crew member had been trying to smuggle ashore.

## COMPANY E

Commanding Officer: Lieutenant (j.g.) Thomas P. Mikell

Ensigns: William R. Jackson, William S. Sutton, Jr.

Boatswains: John Dornan, Walter S. Roy

This Company was composed of what were originally Platoons 10 and 35 and went on duty in December, 1942. Early in its tour of duty, BM1C John Paulding on 13 January, 1943, received the following commendation:

"It is a pleasure to commend you for your prompt action and resourcefulness at possible risk of life or limb to yourself in leaping from Pier 82 to save the life of the seaman who fell overboard from a United Nations vessel at 1800 o'clock on 13 January, 1943.

"Your Commanding Officer regards this as tangible evidence of your devotion to duty which has in so many instances been demonstrated, although in no other single instance has it involved the risk of personal injury to save life."

CBM Carl Sterne received a Commanding Officer's commendation for discovering an Army land mine in number five hold of a Liberty ship in Area II on 16 December, 1944, and for his prompt and efficient action in clearing the scene and protecting it until Army Intelligence took over. Commendations were also received for rescues by Cox. Abraham Cohen and BM2C Harry Pearlman.

Five members of this Company took the full week's course in Fire Fighting at Fort McHenry: Ensign W. S. Sutton, Jr., Bos'n John Dornan, CBM Nathan Moldower, BM1C E. Paul Patton and Cox. Kenneth Clark.

The Commanding Officer of the Company prepared a Company Manual for training purposes in July, 1944. This manual was so excellently done that when it reached the attention of Coast Guard Headquarters in Washington, the following review of it appeared in the Coast Guard Bulletin for November, 1944:

"A manual, for the purpose of training its members in Security Regulations and Duties, has just been issued by Company 'E' of the Coast Guard Volunteer Port Security Force in Philadelphia. While not an official document, this manual is an excellent presentation of the more important phases of duty required of the Temporary Reservists in Philadelphia, and helps to clarify the accumulation of orders and changes in orders which have been issued in the year and a half of the regiment's existence.

"While printed at private expense for local use, copies of this manual have been sent to the port security officers in all Coast Guard Districts."

The manual was later reprinted and was supplied to all trainees entering the Regiment. The author received a citation from the Acting Commandant for his work.

The men of the Company were particularly interested in side arms practice and a team was formed under the leadership of Messrs. Sutton, Cockerill, and Heinrich. A seven-man team was formed composed of the men mentioned plus Messrs. Dornan, Schob, Kirby, and Lorrie. All these men qualified for the Coast Guard Expert Pistol Ribbon. The team participated in a number of matches and in 1945 won the fifth place prize in "C" Division for which it received a plaque.

A Regimental match was held at the Lower Merion Police Pistol Range. Ten teams competed composed of men representing the various areas. The seven men of Company E with three men from Company T won the cup for Port Richmond.

When Area II was turned back to the Army, Company E was assigned to Port Richmond where it finished its term of service.

#### COMPANY F

Commanding Officer: Lieutenant (j.g.) J. J. Herd

Ensigns: Franklin J. Maxwell and Robert J. Allman

Boatswains: Charles K. Van Rensselaer, E. F. laPointe, Emory H. McCourt, and Arthur S. Salus

Platoons 8 and 9 which had been on duty since December, 1942, were formed into Company F on 1 July, 1944. The original

Platoon 8 was commanded by Ensign Maurice W. Aaron with Bos'n Samuel Mitchell and Bos'n Joseph Kleinbard. The latter was succeeded by Bos'n Maxwell who later became Commanding Officer of the Platoon when Ensign Aaron retired. Bos'n Mitchell was succeeded later by Bos'n Charles K. Van Rensselaer.

The Commanding Officer of Platoon #9 was Ensign J. J. Herd assisted by Boatswains Murray H. Morse and Robert J. Allman. It is interesting that this Command never changed during its entire period of service as a Platoon.

The complement of Company F averaged about 100 officers and men. After Area II was turned back to the Army, Company F was assigned to Area V where it finished its term of service.

#### COMPANY G

Commanding Officer: Lieutenant (j.g.) William M. Barstow

Ensigns: Maurice S. Levy, Edmund F. Venzie

Boatswains: Warren H. Bodman, Clarence E. Masey, Robert Walker, Jr.

Company G was composed of Platoons 17 and 18, both of which were organized in November, 1942.

Platoon 17 was drilled at the Elks Club and saw its first duty on 3 January, 1943. A cold winter and a hot smelly summer tested the mettle of the men. Real friendships, more recruits, and new areas were acquired under Ensign Charles M. Phelps. When Phelps had to resign because of health, Ensign Levy took over.

Platoon 18 began with the strength of twenty-seven men and did some drilling at Cedarbrook. All hands went on duty on 1 January, 1943. The Platoon served under Ensign Barstow in Girard Point and at piers 82 and 98 South. Many men attended Fire School. The Platoon was saddened by the death of Bos'n Frank A. Bedford, Jr. Duty was finally frozen at pier 98.

The two platoons worked well together when they were merged under the command of Lieut. (j.g.) Barstow. When Area II was turned over to the Army, Company G was assigned to



Girard Point, where it eventually assumed responsibility for two days of the six-day cycle. Some of the most exciting events in the life of the Company were: Groh versus butcher knife; Groh wins; a wild bull loose at Girard Point; a time bomb with the experts more scared than the VPSF's; Ensign Levy and crew versus a warehouse fire: Levy wins; drunken Britishers chasing Venzie around pillars: Venzie wins.

Groh Schneider was on duty on the gangway of a Liberty ship on the north side of Pier 96. A drunken and abusive mess boy attempted to attack him with a large butcher knife. Schneider drew his gun and told the attacker to halt or he would shoot to kill. The mess boy was subdued and disarmed by the ship's officers who congratulated Schneider on his actions. Schneider received a commendation from Commander Scott. It is interesting to note that this man later became a Lieutenant in the Navy and served in both the European and Pacific theatres.

Ensign Levy with a detail of six men rendered outstanding assistance in helping to fight a warehouse fire at Washington and Delaware Avenues.

Early one morning on the south side of 98, Bos'n (later Ensign) Venzie was making a tour of inspection by himself. He found that four drunken British sailors had commandeered four mules and were racing them full speed into bales of sisal. Obviously, this was a fire hazard, but when Venzie ordered them to stop, the drunken men began to pursue him around the pillars of the pier. Singlehandedly, Venzie handled this dangerous situation; he placed the sailors under arrest and returned them to their ship where they were placed in irons. The ship's officers reported that these men were dangerous trouble makers.

Martin Lobron, BMIC, was the leader of a group who demonstrated the efficacy of the pumpers assigned for emergency fire fighting. There had been a great deal of argument about their value and it was claimed that it would take about ten minutes for them to throw a stream of water from a cold start in the winter; some doubted that they would work at all. Mate Lobron main-

tained that they would. A test was arranged on Sunday morning and it was conducted in the presence of most of the members of the Company. Several hundred dollars were wagered that water could not be thrown in ten minutes with the pumper one hundred yards from the supply. A crew of five under Lobron had a strong stream of water going in three minutes under the required conditions. When people objected that they were just lucky, the same crew took the other pumper and threw water in less than two minutes. Lobron won one hundred dollars which he gave to the Company fund.

The Company ended with 100 men, 165 watches, and almost 95,000 hours on the waterfront.

### AREA III

Area Commander: Lieut. John L. Vanderherchen

Executive Officer: Lieut. (j.g.) Murray H. Morse

Headquarters almost in the lap of the customs men . . . Trying to keep trucks from getting unobserved into the South side of #82 . . .

The *Foz Do Douro* . . . The magnificent Headquarters at the river end of #80 . . . The ancient hulk decaying at Pier #80 . . . Details marching up and down Delaware Avenue . . . Piers with two decks to watch . . . Pier #82, a fireproof structure, for a change . . .

The piers in this Area are owned by the City of Philadelphia with the exception of Pier #72b. General cargo is handled except that pier #80 is used only for mooring vessels. These Piers are served by the Philadelphia Belt Line Railroad.

Pier #84 is approximately at the foot of Porter Street extended. It is of steel and concrete construction with two floors. The equipment includes cargo beams on both sides; 32 overhead shackles for unloading open freight cars; two 12-ton electric truck elevators; four ½-ton electric package elevators; six 1-ton gravity chutes from second deck.

Pier #82 is at the foot of Wolf Street extended. The shed is steel frame, metal covered. The Pennsylvania Railroad has two surface tracks on the upper side apron about 2,000' long.

Pier #80 is at the foot of Snyder Avenue. This open unlighted Pier is used for mooring vessels. Area III's barracks were erected at the river end of this Pier.

Pier #78 is at the foot of McKean Street. The shed is steel and concrete with two floors. The equipment includes cargo beams on the roof of the transit shed, upper and lower sides, and two electric winches.

Pier #72½ is approximately at the foot of Mifflin Street. It is owned and operated by the Publicker Commercial Alcohol Corporation. It is an open and unlighted Pier. The VPSF furnished a guard detail for ships moored at this Pier.

Area III was taken over by the VPSF in February, 1943, and when the companies were frozen in certain Areas, it was manned by Companies H, I, J, K, and L, commanded respectively by Ensigns Thomas Hart, Maurice E. Reeve, Samuel A. Goldberg, Frank A. Keegan, and Arthur Horton. The Area Commander was John L. Vanderherchen. After Area II was turned back to the Army these companies were joined by Company C.

#### *How to Post the Area*

Piers 78 and 84 have two decks. Provision must, therefore, be made for systematic roving of both decks. They are also large piers and a careful survey of their area requires no little time. Usual detail of three men per pier is, therefore, needed. Pier 82 presents a special problem since the man who guards the main entrance is not in a position to protect the wide road which enters from Delaware Avenue at a curve on the south side. Open Pier 80 may or may not need any guards depending upon the kind of ships that are moored there. The usual details of three men on an allied and five men on a neutral vessel are needed.

#### COMPANY H

Commanding Officer: Lieut. (j.g.) Albert R. Ettelson  
Ensigns: I. A. Quinn, Henry W. Farnum, George A. Kerr  
Boatswains: Kenneth W. Hamilton, William Elliott

Company H was composed of three of the original platoons: #2, #4, and #29. Ensign Hart, former Commanding Officer

of Platoon #4, was appointed Commander of the Company, and Ensigns John M. Dervin and James J. Kissane who had been Commanding Officers of Platoons #2 and #29, respectively, were made Commanding Officers of the two platoons in Company H. These officers, however, were succeeded by Boatswain Fred A. Riegel and Ensign Henry W. Farnum just before the first official tour of duty of the Company on 24 June, 1944.

On this date the Company roster included one hundred twenty men and officers, most of whom had served continuously in their original platoons since the Regiment first went on duty.

On 6 October, 1944, Ensign Hart was detached from his command and assigned to the staff of Area III as Executive Officer. He was succeeded by Ensign Roland B. Whitridge, who served until 2 January, when he was drafted into the army. Boatswain Riegel was then designated temporary Commanding Officer and served in this capacity until honorably disenrolled in March, 1945. At that time Lieutenant E. A. G. Porter, who had been Area Commander of Area II, was appointed Commanding Officer pro tem of Company H. Lieutenant (j.g.) Albert R. Ettelson succeeded him as permanent Commanding Officer on 30 June, 1945.

#### COMPANY I

Commanding Officer: Lieut. (j.g.) M. E. Reeve

Ensigns: John W. Mostovoy, Symington P. Landreth, Jr.

Boatswains: Harry S. Mayer, William H. Hartley

Company I was composed of the former Platoon #27 and one platoon from former Company #7. Platoon #27 first went on duty on 18 January, 1943. Platoon #7 began serving on 23 December, 1942. In the fall of 1943, Platoon #7 became a Company. Platoon A of that Company was assigned to Company J and Platoon B to Company I on 30 June, 1944. Ensign M. E. Reeve, who was Commanding Officer of Platoon B, was made Commanding Officer of Company I.

Several members of the Company received citations from the Commanding Officer of the Regiment as a result of the assistance



they rendered in extinguishing one of the largest shipping fires on the waterfront, which occurred on Pier #82 South.

### COMPANY J

Commanding Officer: Lieutenant (j.g.) Samuel A. Goldberg

Ensigns: Horace B. Montgomery, Maurice F. Townsend

Boatswains: James T. Cassidy, Stanley R. Sundheim

Company J was formed by combining Platoon #3 with Platoon A from Company #7, originally Platoon #7. Company J was formed as a company as of 1 July, 1944, and went on duty in Area III, where it continued to serve until the Regiment became inactive 30 June, 1945.

Platoon #3 was organized in October, 1942 and immediately went into training in security and drill and military customs and regulations and in other subjects required for the duty for which it was preparing. It first went on duty Christmas Day, 1942, at Pier #53 South Wharves. The next tour of duty was at Girard Point and thereafter, in accordance with the practice which prevailed until the platoons were frozen in Areas, it served at Girard Point, Area II, and Area III. In October, 1943, Platoon #3 was frozen in Area II, where it served regularly until it was transferred as part of Company J to Area III. Its officers, at the time of its organization in October, 1942, were Ensign Samuel A. Goldberg, Boatswain Horace B. Montgomery, and Boatswain James T. Cassidy. They continued as officers of Company J until its service ended. It is one of the very few instances in the Regiment where the original officers of a platoon continued serving without replacement in the same platoon and the succeeding Company throughout the whole career of the Volunteer Port Security Force.

Although it was fine for the Company to have its original and experienced officers, it was unfortunate, at the same time, that a number of very excellent Petty Officers of Platoon #3 could not be appointed to officer rank for which their service and experience made them fully qualified.

Of the original twenty-seven men of Platoon #3 who went on duty with it on 25 December, 1942, fourteen remained to the end. Platoon #3 claims some distinction from the fact that Lieutenant W. V. Cherry, Lieutenant (j.g.) Warren E. Baker, and Lieutenant (j.g.) Herman M. Watkins, who served the Regiment so ably in staff and line positions, were graduates of the original Platoon #3, all of them having been enrolled as seamen. In addition, Chief Boatswain's Mate W. Russell Finnigan, Jr., an original member of Platoon #3, was on 13 November, 1944, temporarily detached and assigned to the Regular Coast Guard Fire Detail where he finally received a well-deserved commission.

Platoon #7 was organized October, 1942, and went on duty at Pier #53, South Wharves on 23 December, 1942, the Regiment's first day of active duty. It served at Girard Point and Area II and Area III, in the regular rotating manner until October, 1943, when it was frozen in Area III. In December of 1943, because of its splendid recruiting record, it was formed into a Company known as Company #7, under its Commanding Officer, then Ensign John L. Vanderherchen.

The original officers of Platoon #7 were Ensign Arch Crawford, Boatswain Gibson Coskery, and Boatswain Fred Goodyear. Ensign Crawford found it necessary to give up his command in December, 1942, and was succeeded by Ensign Vanderherchen, whose all-around ability and conscientious performance ultimately resulted in his becoming Area Commander of Area III and his promotion to Lieutenant. Boatswain Townsend became an officer in Company #7 as one of its platoon leaders and came over into Company J with his platoon in the merger with Platoon #3. Prior thereto Boatswain M. E. Reeve (later Lieutenant Reeve, Commanding Officer of Company I) succeeded Boatswain Goodyear and Boatswain George C. Martin (later Lieutenant (j.g.) Martin, Adjutant of Area III) succeeded Boatswain Coskery when those two original Boatswains had to withdraw.

Company J, in addition to handling its quota of small fires and incidents and miscellaneous security problems, was on duty when, on the south side of Pier #78 in Area III, through an ex-

plosion in its tanks, the *S. S. John Carver* suffered serious damage and sank at its berth on 23 April, 1945. The conduct of the men on duty and of Boatswain Cassidy, who was the Watch Officer, was commended. The presence of mind of Coxswain Allen S. Cuthbert, the action taken by him in the emergency, and his refusal to abandon his post aboard the ship resulted in his receiving a citation not only of the Regimental Commanding Officer but of the Commandant of the U. S. Coast Guard.

For his intelligent efforts in finding and requiring the removal of leaky gasoline containers from a gasoline-loaded hold of a ship on 8 June, 1943, and his handling of a troublesome situation resulting from the conscientious performance of his duty, W. Russell Finnigan, Jr., then a Boatswain's Mate first class of Platoon #3, received the written commendation of Commander Harold W. Scott and of Captain E. A. Coffin, who was then Captain of the Port.

The Company's performance was immeasurably aided by the efficient handling of the paper work by Yeoman first class Marie R. Franzen.

#### COMPANY K

Commanding Officer: Lieut. (j.g.) Frank A. Keegan

Ensigns: I. Jerome Stern, Sol Wallace

Boatswains: M. Weinbeck, Jr., Mark Hasson

Company K was composed of Platoons #6 and #15. Platoon #6 first served on 28 December, 1942, in Area IV under the command of Ensign Harpur M. Tobin. Platoon #15 was frozen at Girard Point; first served there on 2 February, 1943, under the command of Ensign James Shields.

Upon the merger of the two Platoons on 20 May, 1944, the new Company K was assigned to Area III. The roster totalled one hundred forty-two officers and men.

Company K claims the highest average for service performed and more makeup watches than any other Company. It was twice cited for efficient and alert service. Lieutenant (j.g.) Frank A. Keegan had served as a Warrant Officer in Platoon #6 and later

as Commanding Officer of Platoon #15 before becoming Commanding Officer of Company K.

The members of Company K listed below received an official citation for rendering assistance during a fire at Delaware and Washington Avenues on 1 July, 1944. Mr. Keegan, the Commanding Officer of the Company on duty in Area III, led a detail to the scene.

Lieut. Frank A. Keegan, Commanding Officer, Company K  
Edwin W. Moore, CBM  
Raymond A. Hood, Coxn.  
Michael Coplin, SIC  
Morris F. Moore, SIC  
Joseph Consentino, SIC

#### COMPANY L

Commanding Officer: Lieutenant (j.g.) Arthur Horton  
Ensigns: Edwin M. Prettyman, Pierce Pelouze  
Boatswains: Charles H. Noble, George B. Marshall

At the Broadwood Hotel on 1 October, 1942, Platoon 13 had its origin. Ensign Robert M. Smith was designated Commanding Officer. The Watch Officers were Boatswains Arthur Horton and Edwin M. Prettyman. Eight men served throughout the life of the Regiment: Horton, Prettyman, Trumper, Creskoff, Pascoe, Porter, Wiener, and Arrison.

On 29 December, the Platoon was assigned to Girard Point. When line units were frozen in certain Areas, Platoon 33 was merged with Platoon 13 and Ensign Horton was made Commanding Officer of the two units which were now known as Company L. This was on 31 March, 1944, and the Company was assigned to Area III.

Platoon 33 was sworn in on 24 March, 1943, with C. C. Cotton as Commanding Officer and Boatswains Marshall and Pelouze as Watch Officers. The first tour of duty was in Area III on 19 April. By means of active recruiting, the Platoon grew to be the second largest in the Regiment. It served in Areas I and II,



before being frozen on duty at Area III where it was combined with Platoon 13 to form Company L.

Boatswain Prettyman, later promoted to Ensign, was in charge of Platoon 1 and Boatswain Pelouze was in charge of Platoon 2. Chief Noble was then appointed Boatswain.

On 7 December, 1944 (Pearl Harbor's anniversary), Chief Porter was on an inspection tour. He had scarcely begun his tour when an alarm was sounded; a fire had broken out on a vessel. This vessel carried a cargo of ammunition and cordite. Chief Porter followed the security training, with which he had become thoroughly familiar, and the proper steps were taken. He was joined by Chief Pascoe and by the Area Fire Detail. The City Fire Department appeared promptly and the fire was brought under control, thus averting a major catastrophe.

#### AREA IV

Area Commander: Lieutenant B. Brannan Reath, 2nd

Executive Officer: Bos'n Charles H. Tucker

Ancient Piers . . . Brandy, Almonds, Olives, Cork . . .  
Famous *Castillo Ampudia* . . . The Sugar Pier . . . The  
Shack for Smoking . . . Headquarters for Neutrals . . .  
Decorations in the Garcia & Diaz office . . . A Shower  
Bath . . .

Piers 60 and 61, at the foot of Dickinson Street, are owned and operated by the Franklin Sugar Refining Company. The shed is timber frame, metal covered. The equipment includes four cargo masts; four electric portable winches; telfer conveyor system with 1-ton cars; one hundred 3-wheeled 1-ton hand trucks. The VPSF furnished the guard detail for ships berthed at these piers.

The other piers in the Area are owned by the Pennsylvania Railroad which serves them by depressed tracks inside the transit sheds. All are of the open-pile lumber-deck type of construction and are, thus, a great fire hazard. All transit sheds are steel frame, metal covered. They are used for handling general cargo.

Piers #56, #55, #53 and #48 are approximately at the

foot of Washington Avenue. The equipment of pier #53 includes eight electric lift trucks; twenty 4-wheeled hand trucks.

On 23 December, 1942, the VPSF took over its first duties in this Area which eventually included occasional duty at Pier #16, S. W. Car-wells offered a special fire hazard. The piers themselves were old and highly inflammable. Special care was necessary in protecting from petty thievery the cargoes which were handled at these piers. As many as 1,000,000 cases of brandy might be stored there at the same time.

Late in 1942, the Government restricted all neutral shipping to the ports of Philadelphia and New Orleans and Area IV was designated as a principal berthing Area. FBI men were on duty on these Piers constantly from 1942 until the end of the War, and a number of the crew of neutral vessels were apprehended by the close cooperation between our forces and the FBI agents. Naturally, we did not know the outcome of many of these cases.

In one case Rhoads of Company M kept secret watch on an officer of one of the Spanish ships and caught him in the act of accurately sketching the design and details of one of the new flat-tops, built by the New York Ship Building Corp., when it lay off the end of Pier #48, awaiting docking facilities at the degaussing pier between Piers #48 and #46.

It was aboard the *Castillo Ampudia* that Merbitz, BM2C, discovered the two escaped German prisoners and it should be noted that this discovery was due to the conscientious performance of routine security duties, coupled with alertness. See the story of Company M on p. 136.

Men who served in this Area will always have in their minds' eye a vivid picture of Pier #53, for example, during the A Watch of a warm spring or summer night with a neutral berthed on the north side of the Pier—the gangway lights producing striking contrasts of light and shadow—an elderly and none too shipshape neutral vessel with a deck cargo of cork piled high and the assorted shapes and shadows of the bales, barrels, boxes, and hogs-heads stretching far along the blackness of the Pier.

The Area was manned by Companies M, N, O, P, and X formed respectively under the command of Ensigns Moon, Valentine, Liversidge, Woodring, and Wintersteen. The Area Commander at first was Lieutenant F. G. Higham who was later succeeded, when made Operations Officer, by Lieutenant B. B. Reath, who had been Commanding Officer of Company M.

The personnel became highly skilled in the special security measures which were required. It was in this Area that the famous fire on the west side of Delaware Avenue threatened destruction. The following entries are taken from the Area Log on the day of the fire:

*NOTES TAKEN FROM LOG OF AREA IV—1 JULY, 1944.*

- 2.15 A: Explosion heard from across Del. Ave. in warehouse.
- 2.18 A: Fire report to Fire Dept. of Phila. as across from Pier #48. To OD reported fire—Requested additional men.
- 2.23 A: Fire Dept. of City on job.
- 2.25 A: Explosions in rapid succession. Many of them severe.
- 2.28 A: Fire increasing in intensity. Sparks endangering piers.
- 2.29 A: Fire pumper standing by 53N.
- 2.30 A: From OD wanting additional information. Asked OD for 12 extra men.
- 2.35 A: Called Lt. Higham and Ensign DePova.
- 2.40 A: From OD twelve men will arrive—6 from Area 2—6 from Area 3.
- 2.42 A: Sparks flying—Dispatched guards to roof of Piers #53 and #55.
- 2.45 A: Waterhose to be run to top of each roof.
- 2.45 A: Cox'n Hood, SiC M. F. Moore, Cook, Copeland, Cosentino, and Wiseman aboard from Area #3.
- 2.50 A: From OD asking for report on fire.
- 2.55 A: Ensign DePova aboard.
- 3.00 A: Lt. Higham aboard.
- 3.15 A: Ensign Levy, CBM Wurst and SiC Pantarielle, Geriot, Ravitz, Spiegleman aboard from Area #2.
- 3.18 A: Ordered water played on 53N frontside of Pier.
- 3.20 A: To OD. Reported all fire equipment posed for use. Fire pumper prepared for use.
- 3.23 A: Lt. Wirkman aboard.
- 3.25 A: To OD. Reported that steam is up on Castillo Bellver ready for emergency.
- 3.33 A: To OD. Reported 3 fireboats standing by near Pier 48-51.
- 3.40 A: To OD. Castillo-Bellver has been moved with tide to end of pier away from bulkhead.
- 3.45 A: Chief and 5 men from Regular CG aboard. Not needed so went ashore.

- 3.55 A: From OD. Reports fire engineer leaving Area. Told OD water still being played on building.
- 4.15 A: Fire apparently receding.
- 4.20 A: Ensign Keegan and CBM Moore aboard from Area #3.
- 4.40 A: Ensign DePova ashore.
- 4.45 A: To OD. Fire under control—Lt. Wirkman satisfied for Area 2 to go back to their first assignment. Asked Ensign Levy to report to OD upon their arrival at Area 2.
- 5.00 A: Five men S1C Bretz, Riethmiller, Stevens, Kline, and BM1C Hallowell sent across Del. Ave. to site of fire for duty.
- 5.25 A: From OD—Reported 8 men on "B" watch to leave area. Pointed out need for all manpower for cleaning up after fire was under control. Fire in 2nd warehouse again breaking through roof.
- 5.45 A: Bos'n Souder (#19) aboard.
- 5.50 A: Lt. Wirkman called OD asking that "B" watch men not be taken from area.
- 5.55 A: Fire considered out of danger.
- 6.00 A: Lt. Wirkman ashore.
- 6.02 A: BM1C Hallowell, S1C Bretz and Reithmiller sent home due to wet clothes.
- 6.05 A: Act. Bos'n Carl ashore.
- 6.15 A: Cox'n Brennan, S1C Mallon, Kline, Stevens sent home due to wet clothes.
- 7.05 A: Lt. Higham ashore.
- 7.20 A: CBM Heusser aboard.
- 7.35 A: Act. CBM Carroll aboard.

### *How to Post the Area*

In addition to a chief in Headquarters, a roving mate, and a watch officer, at least three men should be assigned in details for each pier. The entrances can be completely controlled and two men are needed at such entrances when the shifts of long-shoremen are changing. There should be five men in each detail assigned to a neutral. When a ship is berthed in Pier 60 or 61, it must be covered.

### COMPANY M

Commanding Officer: Lieutenant (j.g.) Charles D. Moon  
Ensigns: J. Gilbert Donahue, George Guest  
Boatswains: Charles Maxwell, Edward Adourian

Company M was formed entirely of men who had served together in Platoon #22.



Platoon #22 was completely organized by 27 November, 1942, and served its first tour of duty on 2 January, 1943. The original officers were Ensign Frederick G. Higham, in command, and Boatswains B. Brannan Reath II, and Graeme Lorimer. In March, 1944, Ensign Higham was appointed Area Commander of Area IV where Company M had been frozen on duty after it had been established with the complement of Platoon #22. Boatswain Reath was promoted to Ensign and put in command of the Company. Chief Moon was appointed Boatswain to succeed Reath. On 12 November, 1944, when Ensign Reath was made Executive Officer of Area IV, Boatswain Moon was made Commanding Officer of the Company.

The Company continued to grow in strength since its members sought out and enrolled capable men from among their friends. Three members passed the required examination of the Coast Guard Fire School and were designated fire instructors.

It was on 11 November, 1944, that Company M had its most exciting incident. In the course of roving a neutral ship (*Castillo Ampudia*) berthed at the north side of Pier #53, Charles M. Merbitz, BMIC apprehended two men hiding in the cargo.

Mate Merbitz gave the following account of the incident: "On Sunday, 11 November, I was assigned on the B Watch to the Spanish ship, 'Castillo Ampudia.' Upon relieving A Watch, Seaman McAllister reported some cargo in bags was hot and smoke or steam coming from them. After assigning the men to their posts, I proceeded to investigate the condition of the cargo. After speaking with one of the crew, and the Captain, I found that a leaky steam pipe was the cause. I then continued to make my inspection of the ship. Going forward on the starboard side, I found a deck load of bales of cork. On my way back on the port side, before making a small jump to the ladder, I noticed something was in the dunnage barrel under the ladder. About that time, one of the crew, who was going for his chow, happened to be following me. I got him to remove a piece of canvas, and discovered one of the men. I drew my gun, and a moment

later saw the second man under a bale of cork. I blew my whistle for help. We got them out without any trouble. They were well supplied with food, but were very wet and cold. The proper authorities were notified by the S.O.P."

Carrying on the story from here, Mr. Higham, Area Commander says: "I received a telephone call about the matter from the S.O.P. and logged on board the 'Castillo Ampudia' at approximately the same time that a detail from the regular Coast Guard arrived with five men from the FBI. The two prisoners were put in separate cabins and interrogated. Guards were posted and I was advised that the younger of the two was a bad actor, and received orders to shoot him if he made any attempt to escape, which he was expected to do. The older of the two Germans talked freely; the younger refused to talk. FBI finally gave up talking to him, and I stayed in the cabin with him and the guards for the next two or three hours, carrying on a conversation principally with the guards, the subject being Germany in general, and the war and what we thought of Germany. The prisoner finally broke, probably because he could not stand the trend of our conversation any longer. He spoke perfect English, and talked freely with us. I then called the FBI in and they talked with him at some length. He was finally taken off ship late in the afternoon, and that is the last we ever heard of the German prisoners."

Rumor had it that these men had escaped from a western German prisoner-of-war camp, worked their way to Canada, obtained employment on farmlands near Winnipeg, and finally worked their way east and had come down into the United States through Rouse's Point, New York City, and Philadelphia; that they were in communication with the German underground in this country, and were liberally supplied with money and food. The latter part of the story seems to be true since these men gained access to that side of pier 53 South at which, the day before, had been moored another ship, the *Castillo Bellver*. She was due to sail the very morning the Germans arrived. It happened that the *Bellver* had been transferred to another berth

and that the *Ampudia* had just been berthed in her place. Thus, the escaped prisoners thought that they were on the right vessel because she was low in the water and fully loaded with a deck cargo. Of course, they did not know enough to realize that the deck cargo, which consisted of bales of cork, could not possibly have been loaded for export from this country.

When the Company was put on inactive status, two officers and twelve men of the original complement of three officers and twenty-four men had served throughout the life of the Regiment. The Company points with pride to the fact that its original Commanding Officer, Mr. Higham, had first been made Area Commander with the rank of Lieutenant and later was made Operations Officer with the rank of Lieutenant Commander; the second Commanding Officer, Mr. Reath, was promoted to Area Commander of Area IV.

#### COMPANY N

Commanding Officer: Lieut. (j.g.) H. Stuart Valentine, Jr.

Ensign: James E. Staudinger

Boatswains: Harry A. Carl, Arnold M. Blumberg, Charles H. Evans

Company N was composed of former Platoons 19 and 25. It was formed in July, 1944, and permanently assigned to Area IV.

Platoon 19 was commanded from the start by Ensign C. Joseph Dexter and was first assigned to duty on 14 January, 1943, at Girard Point. Its Watch Officers were Boatswains Samuel A. Souder and Gurney P. Sloan.

Platoon 25 was commanded from the start by Ensign H. Stuart Valentine, Jr. It first went on active duty late in February, 1943, at Girard Point. Watch Officers were Boatswains Arthur Saxon and Daniel Haight. Boatswain Haight later resigned from the Regiment to join the Merchant Marine Service.

In October, 1943, both Platoons were reassigned to Port Richmond, although they did not serve together, as it happened. Company N had two deaths in its ranks, one while the Regiment



was in service. They were C. Joseph Dexter, for whom the Company's Coast Guard League Chapter is appropriately named, who died 11 July, 1945, and Max Hauser, who died in March, 1946. Both of these men were very popular and their loss was keenly felt.

The members of the Company remember with interest the rats they met at Girard Point, the fist fights at Area II, the fire they fought on the barge at Area III (to which Mr. Valentine summoned practically the entire Philadelphia Fire Department) and a blazing mattress thrown overboard by Staudinger. They also remember Mazer's cooking!

As of 30 June, 1945, the Company had only eighty men on active duty, but a total of about one hundred forty had actually been members during its period of service.

#### COMPANY O

Commanding Officer: Lieutenant (j.g.) P. M. Liversidge

Ensigns: Robert W. Waddington, Albert W. Douglas

Boatswains: George Borst, Andrew Kane

Company O was originally Platoon #26. This Platoon was organized in November, 1942, under the command of Ensign Walter H. Chapman. The Boatswains were P. M. Liversidge and Robert W. Waddington. The Platoon held weekly meetings and drills at an armory. On 12 February, 1943, it served its first tour of duty in Area II. In March, 1943, an Enlistment Officer was appointed and the membership was steadily increased. The death of Ensign Chapman, in October, 1943, was a great loss to the Platoon. He was buried with full military honors. On 1 November, 1943, Preston M. Liversidge was appointed Commanding Officer. In January, 1944, almost one hundred men had been enrolled and so the Platoon was divided into twelve squads and Albert W. Douglas was appointed Boatswain. The Platoon was permanently assigned to Area IV when that Area was set up, and helped organize a commissary and other improvements. When Platoons were formed into Companies in May,



1944, Platoon #26 had sufficient strength to become Company O. The officers in charge of the two Platoons are listed at the top of this Company History.

The Company is proud of its high percentage of attendance.

#### COMPANY P

Commanding Officer: Lieutenant (j.g.) Warren H. Woodring

Ensigns: George B. McCracken, D. Rice Longacre

Boatswain: Samuel E. Shade

Platoon 11, which was later to become Company P, held its organization meeting on 31 August, 1942, in the Land Title Bank and Trust Company. The platoon was to be composed of personnel from the bank. The first tour of duty of the platoon was on 27 December, 1942. Company P served one hundred and sixty-one regular tours of duty but no one who served on the first tour will ever forget it, with the pouring rain and the cold weather. On 7 October, 1943, the unit was permanently assigned to Area IV. It was one of the earliest units to have a Ship's Cook Third Class in charge of its mess.

Boatswain Longacre and Chief Suplee both qualified for the Coast Guard expert pistol ribbon.

Chief Burtiss' chief interest was the fire apparatus. In the midst of orders and counter-orders on the use of the pumper he stood firm and weathered the storm unscathed. This pumper was a wonderful thing and groups of puffing and perspiring men shoved it all over the pier. Arriving at their destination they were usually so bushed that they would have had trouble blowing out a match.

The Company kept up its interest in drill and enjoyed five Company outings.

This story closes with a note of sadness in recording the death, since disenrollment, of Ensign George B. McCracken. He was a true gentleman and a friend of every man in the Company and will be remembered by all with affection and respect.

## COMPANY X

Commanding Officer: Lieut. (j.g.) John Wintersteen

Ensigns: John F. E. Hippel, Joseph C. Morris

Boatswains: Henry B. Nightingale, H. Arthur Porter

Company X was formed from Platoons 16 and 21. Platoon 21 first went on duty on 13 January, 1943, at Girard Point. The Commanding Officer was Ensign J. Andrews Harris; the Watch Officers were Bos'ns John F. E. Hippel and Richard Pomerantz.

Platoon 16 first served on 2 January, 1943, at Girard Point under the command of Ensign John Wintersteen; the Watch Officers were Bos'ns Joseph C. Morris, Jr.; Henry B. Nightingale.

Both platoons served in Areas II and III in addition to Girard Point until, in October, 1943, they were frozen on duty at Area IV.

Ten members of Platoon 16 served for the entire life of the Regiment; four, whose names are starred, did not miss a single watch: Wintersteen, Morris, \*Nightingale, Hart, Maxwell, \*Henry, \*Jones, \*Pattison, McArdle, Black. Seven members of Platoon 21 served the entire life of the Regiment: Porter, Turner, Clothier, Passon, Solomon, Kohn, Kominsky.

Five members of Company X attended the Fire School at Fort McHenry.

Company X was famous for its chow; this was prepared under the able direction of Samuel J. Black, the first member of the Regiment to receive the rate of SC 3/c, and who later advanced to SC 2/c. The Company's gold braid never faltered in doing its duty by this chow. Moreover, the galley of any ship berthed in the area acted on the nose of Bos'n Morris as does the North Pole on a compass needle; except that the compass merely points toward the source of attraction, while Morris immediately headed for it.

Some of Company X's watch officers served occasionally as OD's and Bos'n Nightingale helped edit "Pierage."

Clarence E. Hastings, CBM, one of Platoon 16's original men, died on 19 April, 1944. He gave himself whole-heartedly

to the work of the Regiment and was particularly active in the recruiting campaign in the month in which he died. In tribute to his memory, the Company's post-war organization has been named "The Don Hastings Post of the Veterans of the Volunteer Port Security Force."

## AREA V

Commanding Officer: Lieutenant William V. Cherry

Executive Officer: Lieutenant (j.g.) Randall Seaman

Covering Pier #16 South . . . The German Sub Berthed at #19 . . . Y and Z at Last Get Their Own Area . . .

Pier #16 South is owned by the City of Philadelphia and handles general cargo. It lies at the foot of Spruce Street. The equipment includes cargo beams on the Pier shed; a 5-ton piling machine.

Pier #24, at the foot of Callowhill, and Pier #27, at the foot of Noble, are owned by the Reading Railroad and are used for general cargo. The transit sheds are timber frame, metal covered; they are served by the Reading Company. Pier #24 has two depressed tracks inside the transit shed. Pier #27 has its depressed tracks on the apron, on the upper side, two inside the shed, on the lower floor and one on the upper floor.

Pier #46 is approximately at the foot of Laurel Street, and is owned and operated by the Pennsylvania Sugar Company. The transit shed is steel frame, metal covered. The equipment includes electric belt conveyors; five 1¼-ton electric cargo hoists; seven 3-ton travelling cranes; one 15-ton steam locomotive crane. The Pennsylvania and the Reading Railroads serve the sugar refinery.

It was a welcome step to assign Companies Y and Z permanently to Area V. This Area included Piers #24, #27, #46, North Wharves, and on occasion, Pier #16, South. The men of these Companies had long served all up and down the waterfront reinforcing Areas which were short of men. Thus, while other organizations had their own Areas and could specialize in their particular problems, men from Y and Z were likely to be sent anywhere. Company Y was under the command of Lieutenant (j.g.)

F. Addison Urie and Z under the command of Lieutenant (j.g.) Donald R. Taylor. The Area Commander was Lieutenant William V. Cherry.

The morale was excellent in this Area and new men who were assigned to it found everything well organized. A great many men in these Companies served two six-hour watches per week according to the old plan of the Regiment. Since the Area was not large, it was possible to acquire thorough familiarity with all hazards and facilities. This Area was like Area III in being constantly in the public eye, so to speak, and the good deportment and performance of our men was easily observed. One could even get a fair idea of the manning of the gate posts when passing on the Frankford Elevated.

#### *How to Post the Area*

In addition to the chief in Headquarters, a Watch Officer, and a roving mate, details of three men each should be assigned to Piers #24 and #27. Three men should also be assigned aboard an allied ship and five men on each neutral. It is recommended that Pier #16, South Wharves, be permanently assigned to this Area.

Area V was manned by Companies Y and Z which had been formed from what was formerly called Reserve Company and later, Headquarters Company. These Companies were made up of men who could not serve the regular eight-hour watches every sixth day, but who could serve at least twice a week for six hours. Because of their employment or businesses, many of these men had fixed watches and served the same hours on the same days each week. On 2 December, 1942, the Reserve Company was formed under the command of Ensign A. S. Gow. Platoon Commanders were Boatswains W. B. Cherry and W. Billings.

The men received instruction and practice drilling on the twelfth floor of the Public Ledger Building and forty-five men answered the first call on 5 December, 1942. Some men were assigned as switchboard operators at Regimental Headquarters and were later detached from the Company. Meantime, great efforts were being made to secure men, money, and uniforms.



On 9 December, Boatswain Allen was commissioned and later Messrs. Scheinfeld and Sherman were appointed Boatswains.

Further progress was made and more men were able to buy uniforms, some of them paying on the installment plan to Ensign Gow who had advanced his own money at the Coast Guard Stores. The men were given indoctrination and pistol practice and tours of the waterfront. In March, 1943, Mr. Gow, who then held the rank of Lieutenant (j.g.), was ordered to have the men of his Company, which then numbered one hundred fifty, ready to serve two six-hour watches apiece every week. Thus, the men were assigned to two of the twenty-eight watches each week and they were assigned all up and down the waterfront where added manpower was needed.

From 1 April, 1943, the men in the Company were required to report about forty-five minutes before the starting time of their watches at the Clothing Locker, 235 South 2nd Street, where they regularly drew their gear. They were then inspected by the Watch Leader and were given their assignments on the waterfront. This was a very complicated process and called for much skill and ingenuity. Boatswains Billings and Allen took charge of the dispatching of men on the night watches, while Boatswain Sherman handled the day watches, all under the supervision of Ensign Cherry.

The difficult problem of the relationship of the members of the Reserve Company with the petty officers and the men of the platoons with whom they were assigned to work was given much study. Since the Reserve men were likely to be untrained, the assignment officers in the various areas were likely to post them in the less important and more uninteresting spots. Naturally, this had a deleterious effect and it was not until late in 1943 that the men of this Company, who by this time knew the problems of each area, and who had again and again furnished much-needed manpower in under-manned areas, were fully accepted and given regular assignments.

Meantime, there had been numerous changes. Bos'n Billings resigned because of poor health and was disenrolled. Bos'n

Allen and Chief Dilkes took charge of day watches B and C, and Chief Seaman and SIC Taylor managed all fourteen night watches. The latter pair reported on the A and D watches every day in the week for several months in succession.

Bos'n Scheinfeld, who had been handling the paper work of the Company, was disenrolled and was replaced by Chief Yeoman Morris Swimmer, who succeeded in getting some office help from the Women's Office Detail.

Bos'n Sherman asked for and received disenrollment because of pressure of private business. Chief Dilkes was transferred to a regular platoon and his loss was keenly felt. Messrs. Seaman and Taylor were appointed Boatswains and still remained in charge of the two night watches.

Beginning 23 July, 1943, Reserve Company was ordered to furnish a detail of three men for each of the two daily pleasure cruises of the Wilson Line boats on the Delaware. Ensign Congreve was assigned to the Company and placed in charge of this detail. This astonishing and popular assignment practically made history. Unfortunately, it ceased in the Fall. No spies were caught and no sabotage was detected and the high devotion to duty of the men who were assigned to these cruises in such a gay and carefree atmosphere is now a matter, not only of history, but of general amazement.

Late in 1943, the members of the Company began to get very much fed up with the dull, dirty, and unimportant posts to which they were regularly assigned and disenrollments began to grow. To counteract this condition, the Company was renamed Headquarters Company and a recruiting campaign was sanctioned to secure twenty-five men for each of the twenty-eight watches. This campaign was on the whole satisfactory. Pressure from Lieutenant Gow resulted in better assignments in the areas for his men and a careful check on reasons for disenrollment kept many men in the ranks. About four hundred men were enrolled when the two Companies went on unassigned status.

Monthly drills and skull practice at the Armory helped to bolster morale as did private parties, various competitions, and shooting matches.

The biggest event in the life of Headquarters Company occurred on 1 September, 1944, when Area V, a newly added Regimental responsibility, was assigned to it. Headquarters were quickly established at the entrance of Pier 24 and great enthusiasm was shown in setting up the Company's own Area Headquarters. The Company was then split into two parts which were called respectively, Company Y and Company Z. The former was under the command of Ensign Seaman and the latter under Bos'n Taylor. Lieutenant Gow was designated Area Commander and Lieutenant (j.g.) Cherry was his Executive Officer. On 1 October, 1944, a locker room for the Area was established at Pier 27. A few men were still assigned to posts in other areas if not needed in Area V, but the men took great pride in their own Area and took excellent care of it. The Area received its own fire pumper and a trailer, the latter to be used for a smoking room. The galley was well kept and well equipped. After Piers 46 North and 16 South were added to the responsibilities of the Area, the men on the various watches were likely to be spread out very thinly. Thus, the addition of a jeep was warmly welcomed for transportation.

When Area II was turned over to the Army in December, 1944, Company F, which had been a favorite assignment for Headquarters men in the old days, was assigned to Area V. They began taking responsibility for all the watches every sixth day on 31 December, 1944. This helped the manpower situation of Companies Y and Z. On 1 March, 1945, a special detail of twenty-four men of Companies Y and Z participated in a Red Cross Parade and received a special commendation from the DCGO for their marching and their fine military appearance.

On 1 May, 1945, Lieutenant Gow, original skipper of the Reserve Company and Area Commander, was made Commanding Officer of the Regiment. Lieutenant Cherry was then made Area Commander and Ensign Seaman became Executive Officer; Bos'n Urie was put in command of Company Y and Ensign Taylor was in charge of Company Z. From 22 May to 27 May, Area V men were assigned as security watch on the captive German sub-



marine, "U 505," which was berthed at Pier 20 North, and which was visited by hundreds of civilian sightseers who had bought bonds for the privilege. This security watch was carried out without a hitch and merited the warm commendation of the Commanding Officer of the submarine and the DCGO.

Companies Y and Z, as worthy descendants of the original Company, well deserved the assignment of an Area of their own. They had carried on manfully through many months of discouraging and monotonous assignments and showed, by their alert and able services, how well they could assume full responsibility for an entire area. They deserve an especial tribute. It is interesting to record the fact that of the original group of forty-five men who drilled together on 5 December, 1942, sixteen were still in the Regiment on 30 September, 1945. All started as Seamen First Class.

### PORT RICHMOND

Commanding Officer : Lieutenant Edward H. Fritsche

Executive Officer : Lieutenant (j.g.) Howard C. S. Helland

A New Responsibility for the VPSF . . . Preliminary Consultations with the Reading Railroad Officials . . . Vast Area . . . Important Facilities . . . Fine Headquarters . . . A model Setup with Lots of Space . . . Daily Fire Drills . . . How Fast Can the Pumper Be Put into Operation at Any Point . . . Ted Rowland Concealing the jeep beneath Him . . . The *Serpa Pinto* Docks after a Mid-Ocean Talk with a German Sub . . . Pier B . . . Colonial Line Passenger-Carrying Ships . . . Icy Winds at the Pier Entrances . . . Winter Temperature Minus Ten Degrees Approximately . . . Winter Wind Velocity between Fifty and One Hundred Miles an Hour, More or Less . . .

The Port Richmond Area extends from Cramp Shipyard to the foot of Allegheny Avenue, it is owned and operated by the Reading Railroad. Pier #18 has an electric and steam coal car dumper with a capacity of forty-two cars per hour. Pier #14 has two 10-ton and two 5-ton electric straight-line gantry cranes, equipped with 65" electric lifting magnets; four 23-ton steam-locomotive cranes with 50' reach; two 15-ton steam-locomotive cranes



with 40' reach. Pier #13 has steel derrick masts used for ship's gear and the locomotive cranes at #14 are available. Piers 12, 3, 2, and 1 are used for mooring floating equipment undergoing repairs. Pier #11 is used for loading cargo and bunker coal. Pier #10 is operated by P. F. Martin, Inc., and is used for mooring tow boats.

Pier A has a shed, timber frame, metal covered, and is used for general cargo. It has outriggers for tackle at the top of the shed and the locomotive cranes at #14 are available.

It was at Pier B which is a modern brick and steel construction that many neutrals berthed. It has cargo beams on the pier shed; three 5-ton fixed electric elevators; three cargo chutes.

Pier C is used for handling general cargo and has outriggers for tackle on the pier shed.

Pier D is used for general cargo, has a timber frame shed, brick and metal covered, with a very large floor area of 219,000 square feet. It has outriggers for tackle on the pier shed and three cargo chutes.

Pier E is connected with the grain elevator by a conveyor gallery; there are twelve spouts on each side of the pier; capacity of the grain elevator is 2,500,000 bushels.

Pier G, used for iron and steel manufactures, etc., has an electric stiff-leg derrick with a 108' reach with a capacity of 80 to 100 tons; an electric traveling revolving gantry crane with capacity of 30 to 50 tons; an electric 7½-ton traveling revolving gantry crane with a 50' reach; an electric 3-ton straight-line traveling gantry crane with a 24' reach; cargo masts.

Pier H is used for handling iron and steel shapes, ores, sulphur, and other bulk commodities. It has two 10-ton electric traveling revolving gantry cranes with 60' reach; lifting magnets; cargo masts.

Other piers in this Area were not guarded by the VPSF.

Port Richmond was rightly named. It is a whole port in itself. When the VPSF took over this Area, first class cooperation was arranged for with the Reading Railroad Company's own watchmen. It must be pointed out that the VPSF did not cover

the entrances from Allegheny Avenue or Cambria Street, or from the Cramp Shipyard. The grain elevator was a critical building as was the car-loading pier. This pier was equipped to hoist and dump an entire coal car and return the empty car on another track. There were many open piers and some of these presented particular fire hazards. The fire detail was stationed at or near Pier A. Pier B was an excellent modern fire-proof structure used by many neutrals. The great size of the Area necessitated special training and special vigilance. Headquarters were commodious and comfortable. Frequent fire drills involving the use of the pumper provided extra security. Many neutrals berthed in this Area which was the home port of the Colonial Line. This meant that VPSF men were frequently called upon for special service in handling the logs aboard neutrals on which were recorded passengers coming from or sailing to Europe.

This Area was manned by Companies R, S, T, V, and W, formed respectively under the command of Ensigns DePova, Fritsche, Gross, Price, and Cannon.

#### COMPANY R

Commanding Officer: Lieut. (j.g.) Herman De Pova

Ensign: Edward Schreiber

Boatswains: Albert E. Weymann, William J. Russell, Charles C. Perkins

Company R was composed of Platoons 31 and 32. Many of the men originally assigned to these two Platoons attended the training school in classes 10 and 11. Each Platoon had three officers, eight petty officers, and sixteen seamen, in accordance with the original plan of organization.

Platoon 31 was commanded by Ensign Louis P. Rhiver; watch officers were Boatswains Weymann and Harrison. Its first watch was at Girard Point in April, 1943; later the Platoon was assigned alternately to Areas II and III.

Platoon 32 was commanded by Ensign Herman DePova; watch officers were Boatswains Russell and Schreiber. This Pla-

toon first went on duty on 9 April, 1943, in Area III; it, too, stood watches alternately in Areas II and III.

In September, 1943, both Platoons were frozen on duty in Area IV, where they were when the new Regimental organization was made, and they were consolidated into Company R.

Ensign DePova was made Commanding Officer of Company R, Boatswains Weymann, Russell and Schreiber were continued in their regular duties. In addition, CBM Perkins was appointed Boatswain to complete the complement of officers. The Company was soon transferred permanently to Port Richmond and stood its first watch there on 1 July, 1944. One Platoon was assigned to frozen watches and was in charge of Bos'ns Schreiber and Perkins; the other, assigned to rotating watches, was in charge of Bos'ns Russell and Weymann.

When the Regiment was disenrolled, the strength of the Company was five officers and 109 petty officers and seamen; many of them were original members of Platoons 31 and 32; in fact, two-thirds of the original complement of 32 served from start to finish. Several men had perfect attendance records. Estimates put the total number of hours served by the men of the Company at about 175,000. A great variety of businesses and professions were represented; in fact, the Company was typical of the Regiment as a whole in that persons of all walks of life joined in a patriotic effort.

While all members of the Company shared duties and responsibilities, and none sought personal glory, the citation by the Commanding Officer of Chief Bodek may well be mentioned. Bodek was cited for his share in extinguishing a fire which he discovered in a freight car loaded with acetylene gas in Area II in May, 1943. Similar citations were given Chief Macy and Seaman Munao for their assistance in fighting the great fire near Old Swede's Church opposite Area IV in June, 1944.

## COMPANY S

Commanding Officer : Lieut. (j.g.) Archie M. Morton

Ensigns : Francis J. LaBaw, Henry W. Farrow

Boatswains : John O. Slemmer, Gerald C. MacNamara

Company S was formed by the combining of platoons #5A and #30. The former was originally part of platoon #5 which first served on 25 December, 1942, under Ensign J. E. Rowland who later became Area Commander at Port Richmond. Platoon #30 was commanded by Ensign Stahl who was succeeded by Ensign Harry R. Brooks, and first served on active duty on 14 February, 1943.

Fourteen of twenty-seven original members of platoon #5 served for the entire life of the Regiment. When Lieutenant Rowland became Area Commander, Lieut. (j.g.) Edward H. Fritsche became Commanding Officer of Company S. The Company grew to be the largest in the Regiment and had excellent attendance records. When Lieutenant Fritsche became Area Commander, Lieut. (j.g.) Archie M. Morton was put in command of the Company.

Under Mr. Rowland's direction money was collected in the first three classes of the training school for the Regiment's American flag and for Regimental colors. Both these colors were presented on 28 September, 1945, at the Regiment's final muster, to the Historical Society of Pennsylvania.

## COMPANY T

Commanding Officer : Lieut. (j.g.) James L. Gross

Ensigns : Joseph Call, A. H. Lawson

Boatswains : H. S. Boyd, Andrew Dunlap

Company T was formed on 1 July, 1944, by merging Platoons #5B and #36. Platoon #5 first went on duty on 25 December, 1942, under the command of Ensign J. E. Rowland. When Ensign Gross was appointed Commanding Officer of Company T he was succeeded by A. H. Lawson who took command



of one of the Platoons of the new Company. Platoon #36, one of the last to be formed in the Regiment, did not go on duty until several months after the Regiment began service. It had been under the command of Ensign C. C. Harrison, III; when he went on unassigned status, Joseph Call succeeded him. Gurney P. Sloan, who had been a Watch Officer, was transferred to the OD's staff and he was then succeeded by H. S. Boyd. Ensign Howard Heland, who had been in command of one Platoon of the Company, was appointed adjutant for Port Richmond Area and he was then succeeded by A. H. Lawson; Andrew Dunlap was appointed Boatswain.

Company T had a rather uneventful existence on the waterfront and had no incidents of fires, accidents, or sabotage. The only record which they claim is that of the highest percentage of net attendance.

#### COMPANY V

Commanding Officer: Lieut. (j.g.) Philip Price

Ensign: Chester S. Ivory

Boatswains: Edward E. Maclay, Walter DeH. Beltz, Albert Nalibotsky, Charles H. Peacock, Jr.

Company V was composed of Platoons #12 and #24. Platoon #12 first served on Pier #82 on 28 December, 1942, under the command of Ensign Chester S. Ivory; the Watch Officers were Boatswains Peacock and Beltz. It served in several areas until it was frozen at Port Richmond in November, 1943.

Platoon #24 served its first watch at Girard Point on 13 January, 1943, with Henry W. Wiley in command. The Watch Officers were Boatswains Price and Maclay. When Ensign Wiley, in the fall of 1943, asked to be relieved from active duty because of circumstances beyond his control, Mr. Price was put in command of the platoon. The Platoon saw service in all Areas until it was permanently assigned to Port Richmond in November, 1943.

When Company V was formed on 1 July, 1944, Ensign Price was designated as Company Commander. He then put Boatswains Ivory and Maclay in command of the two platoons.

Quite a few of the officers and men of Company V attended fire school at Fort McHenry or the Philadelphia Navy Yard. It was a great satisfaction to the men of the Company that every incident occurring during its tours of duty was swiftly and efficiently handled. A great many of the officers and men served throughout the life of the Regiment.

#### COMPANY W

Commanding Officer: Lieut. (j.g.) P. W. J. Cannon

Ensigns: J. G. Carville, E. W. Packer

Boatswains: W. E. Quillman, W. P. Paul

Company W was composed of Platoons #28 and #34. Platoon #28 first served under the command of William P. Paul, CBM, on 18 February, 1943, at Pier #84 South as a volunteer group. On 24 February, 1943, the platoon went on duty for the first time as a unit under the command of Ensign W. M. Miller on Pier #82. The Watch Officers were Boatswains David Dickerson and W. C. McCook. The Platoon served in Areas II and III until 18 October, 1943, when they first served at Port Richmond where they were frozen on duty. Ensign Miller was transferred to Area Headquarters as Executive Officer.

Platoon #34 was organized on 1 October, 1942, as a Mobile Unit under the command of Lieutenant (j.g.) M. S. Easby. There were two Platoons, commanded respectively by Ensigns P. S. J. Cannon and D. S. Powers. On 23 December, 1942, the unit first served on the waterfront. The men were attached to various platoons for duty and their officers served as OD's. On 3 April, 1943, the Mobile Unit was broken up into two platoons; #34 and #35. #34 was commanded by Ensign Cannon; the Watch Officers were E. W. Packer and T. S. Nicely, (Nicely left the Regiment to serve in the armed forces on 2 April, 1944). The new Platoon #34 first served in Area III on 8 April, 1943; on 28 April they extinguished their first fire which occurred on Pier #78 South. The Platoon served regularly in Areas I, II, and III until 21 June when they were frozen in Area I along with Com-

pany #1 and Platoons #15, and #29. On 25 October, 1943, the Platoon was transferred to Port Richmond\* and served its first watch there. On 27 June, 1944, Company W was organized and served its first tour of duty as a Company at Port Richmond on 5 July.

On 19 August, 1944, several men were assigned to assist the police on duty at a big fire west of Thompson Street. Company W served the last tour of duty at Port Richmond on 30 June, 1945. The Company log was signed by Lieutenant Commander Burnham and all other Company Commanders and Staff Officers who were present for the ceremony.

## THE COAST GUARD LEAGUE

The Coast Guard League was formed to preserve the traditions and to promote the interests of the United States Coast Guard; to band those who are and who have served in the Coast Guard together in fellowship that may effectively promote the ideals of American freedom and democracy; to maintain true allegiance to American institutions; to create a bond of comradeship between all who have served in the Coast Guard in any capacity whatsoever; to perpetuate the history of the Coast Guard and by fitting acts to observe the anniversaries of historical occasions of interest especially to the Coast Guard.

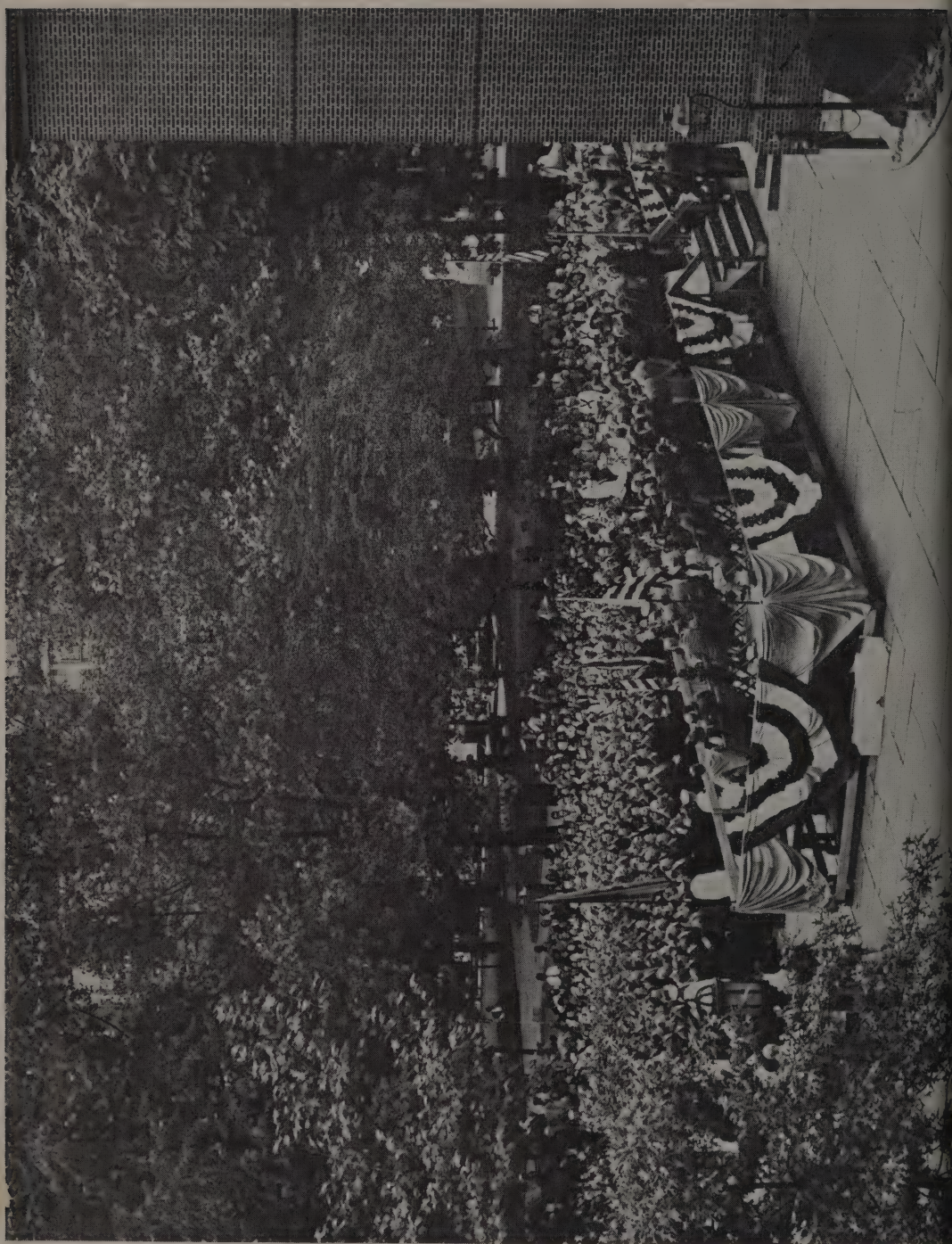
Chapter	No.	Former Affiliation
Washington Square	401	Staff
Keystone	402	Supply Company
Anchor and Shield	405	Companies Y and Z
Independence	406	Company W
Company "F"	407	Company F
22-IV-M	408	Company M
Penn Treaty	409	Company S
Company "T"	410	Company T
Company "D"	411	Company D
Company V	416	Company V
13-L-33	417	Company L
Geo. B. McCracken Memorial	418	Company P
Frank A. Bedford, Jr.	419	Company G
Company "O"	420	Company O
C. Jos. Dexter	424	Company N

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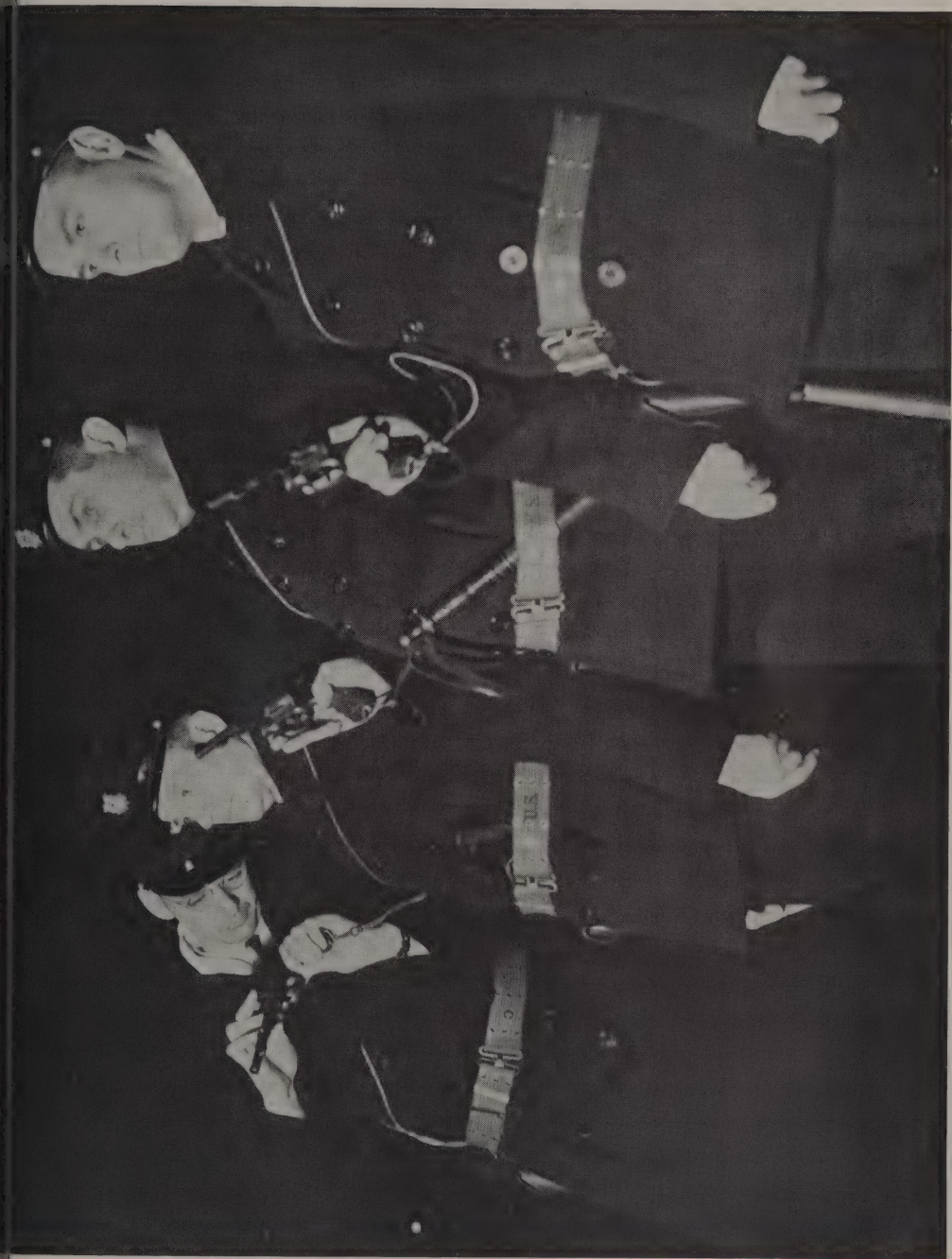
THE REGIMENT AT ITS FINAL REVIEW, SEPTEMBER, 1945





COMMANDER GOW PRESENTS THE REGIMENTAL COLORS TO JUDGE LEWIS FOR THE  
HISTORICAL SOCIETY OF PENNSYLVANIA





"AN OPEN ACTION CAN'T BE FIRED"





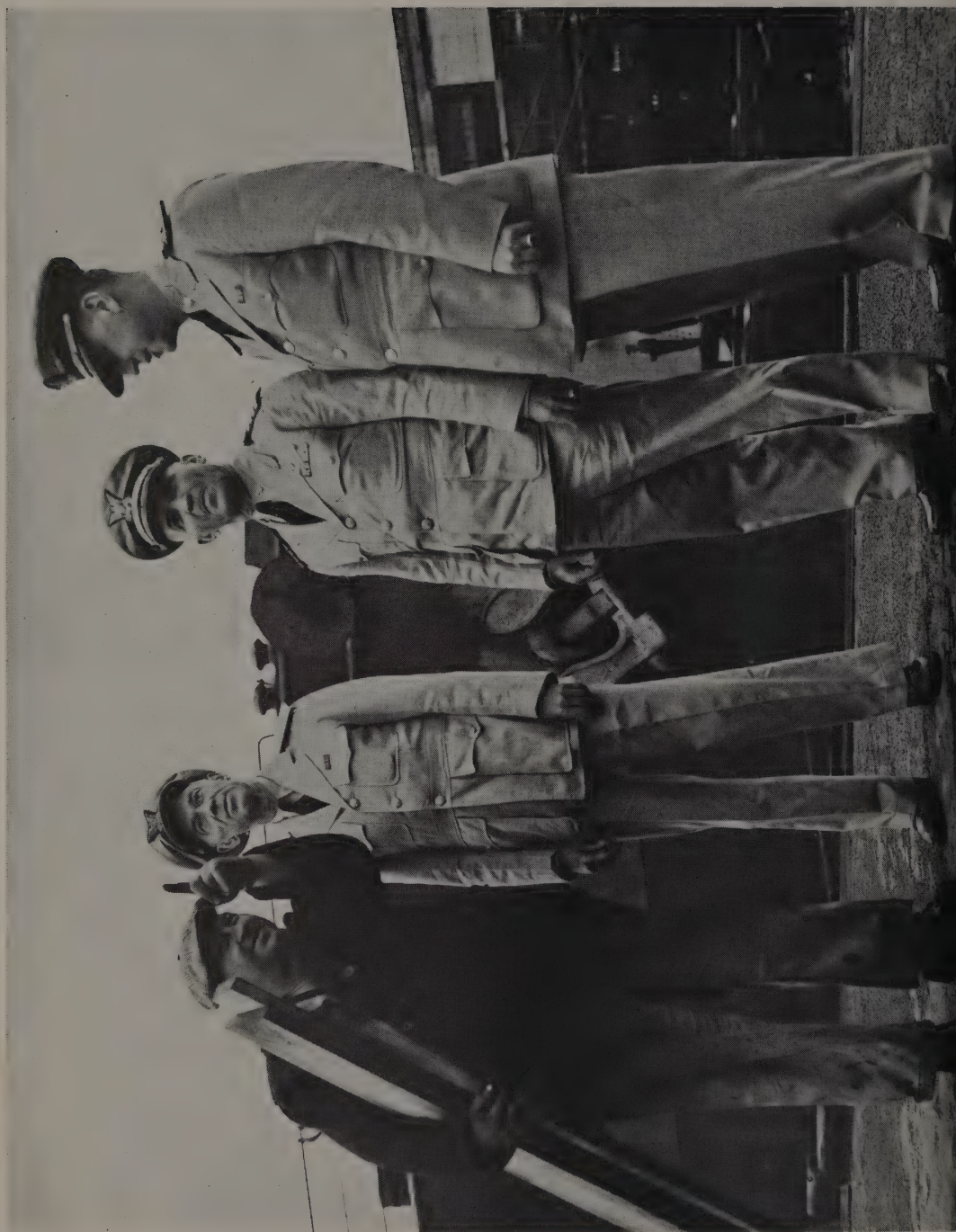
ISSUING GEAR AT THE KEYSTONE BUILDING



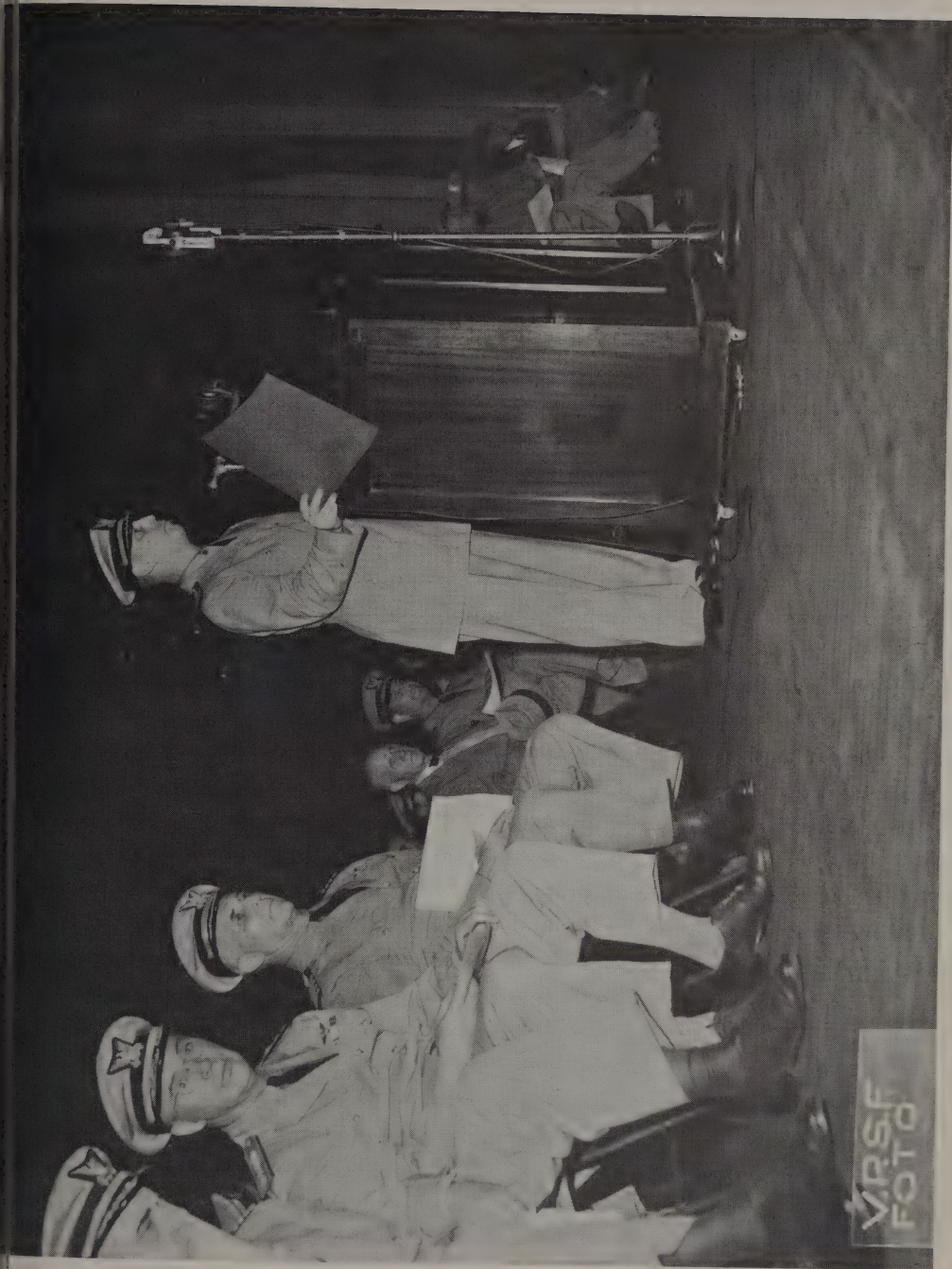


VPSF GIRLS vs. WAVES, JANUARY, 1944, LOWER MERION RANGE









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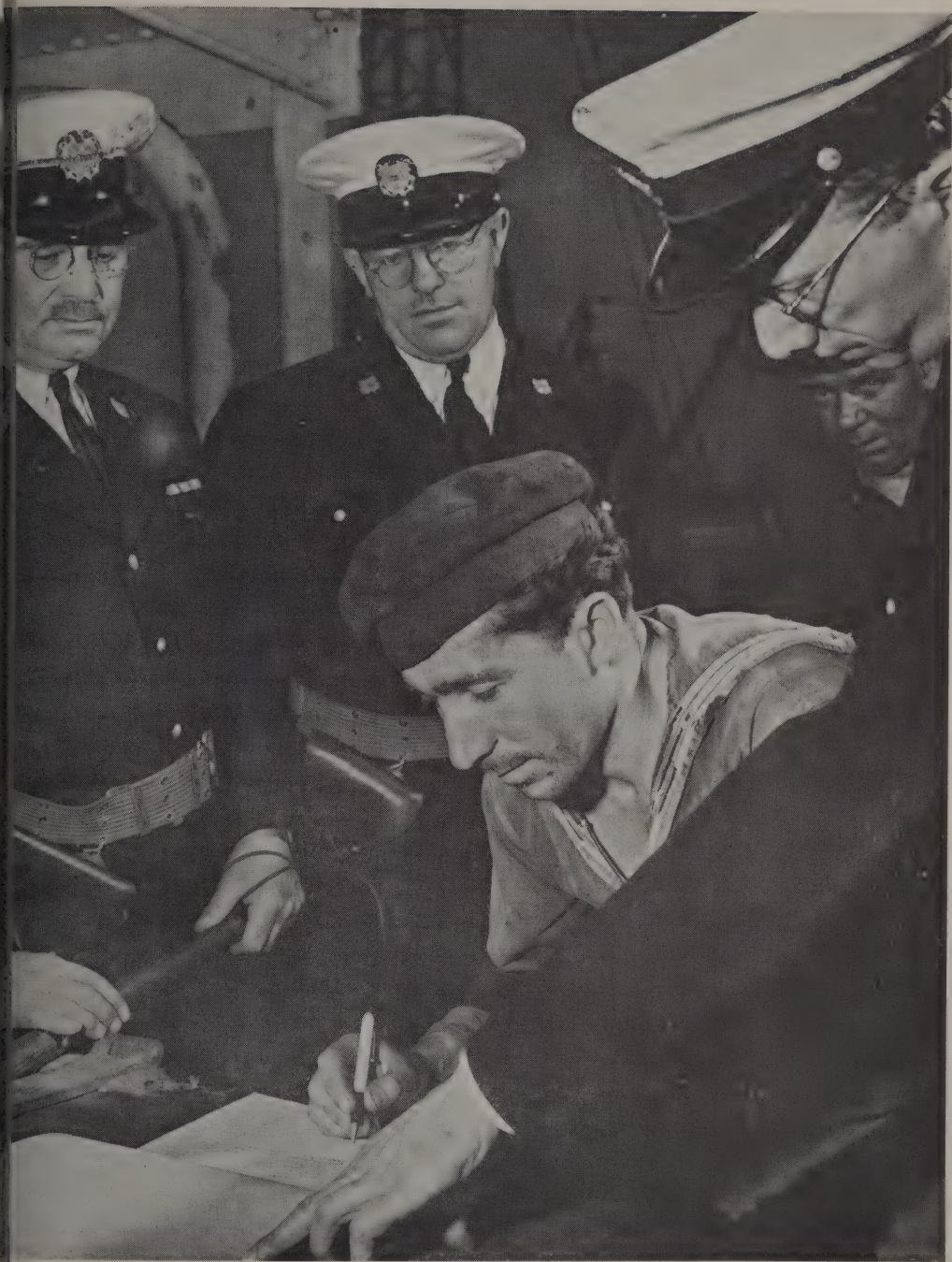
THE CO SPEAKS AT THE AUGUST, 1944, REVIEW





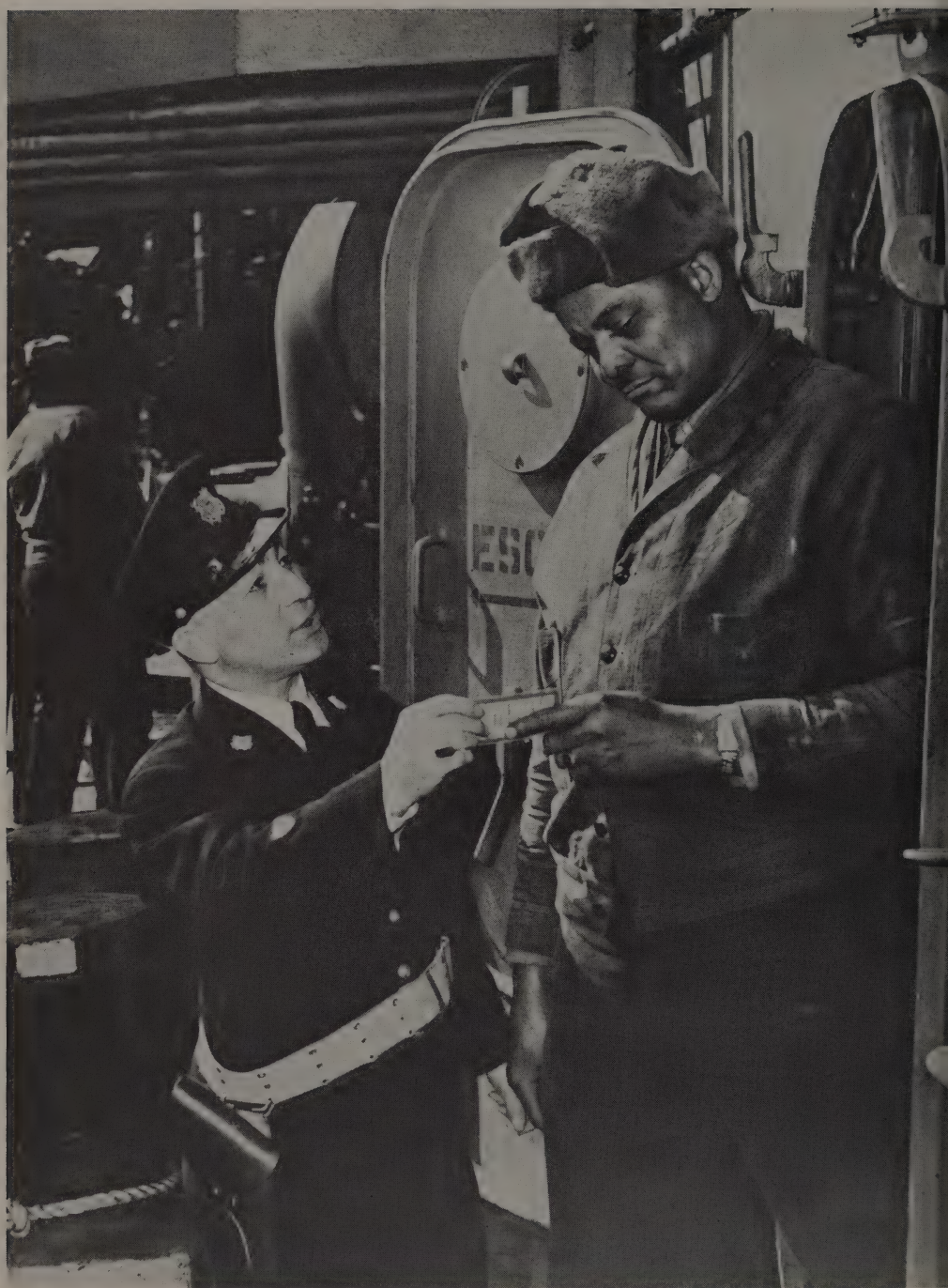
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HARD AT WORK ON A NEUTRAL LOG



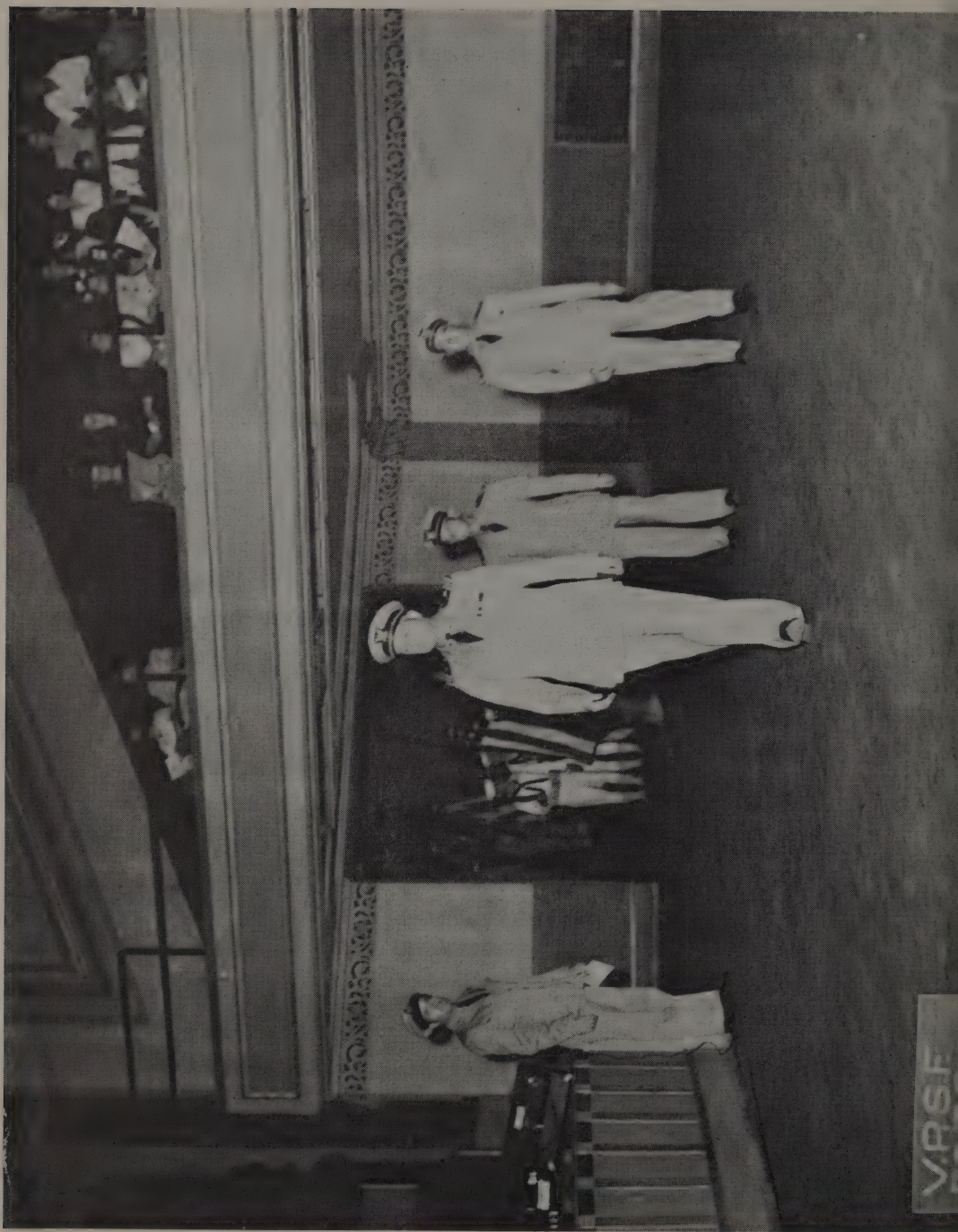


"TINY" GETS IDENTIFIED; WHO COULD MISS HIM?



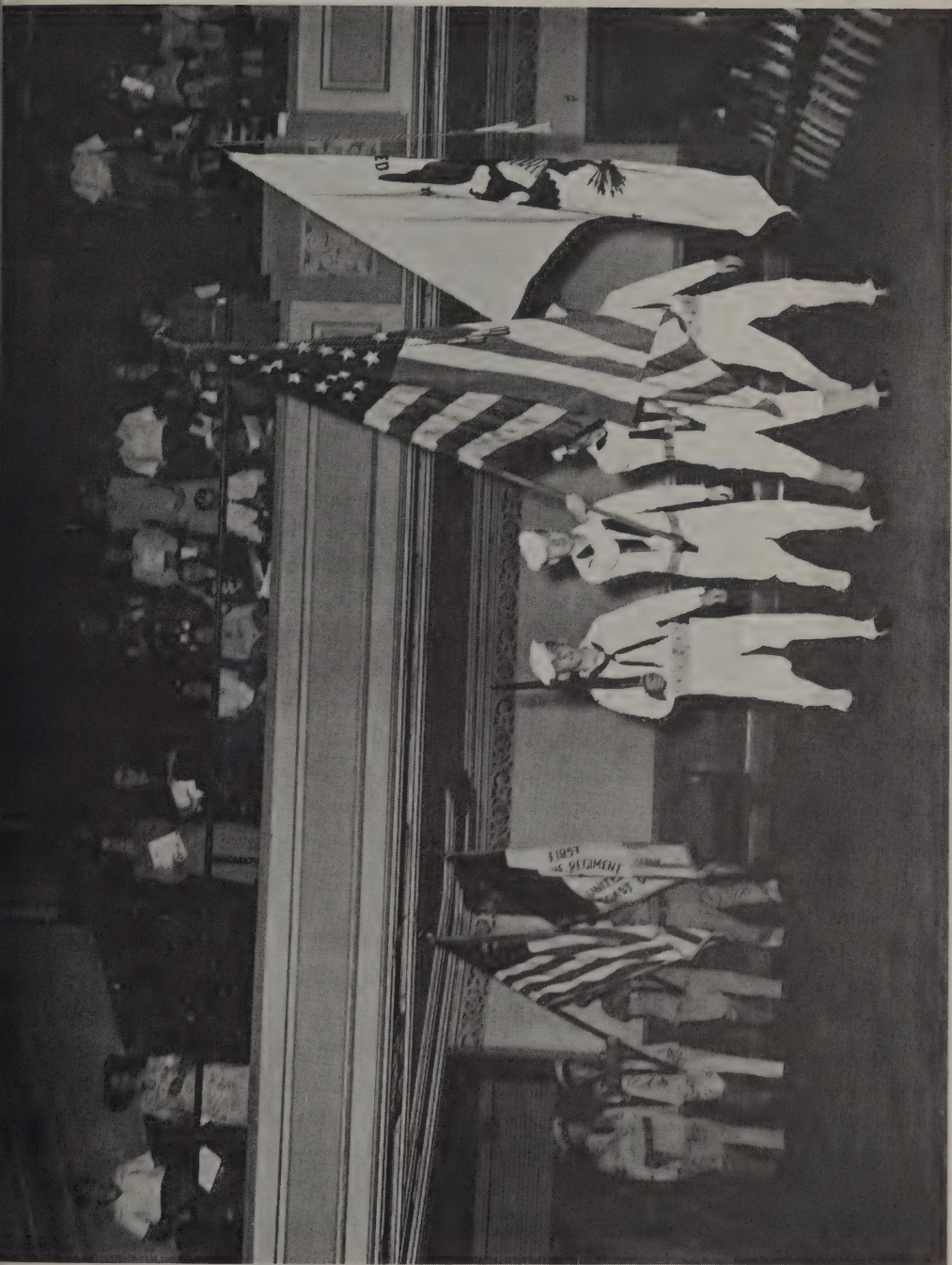






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THE COLORS LEAD THE PARADE



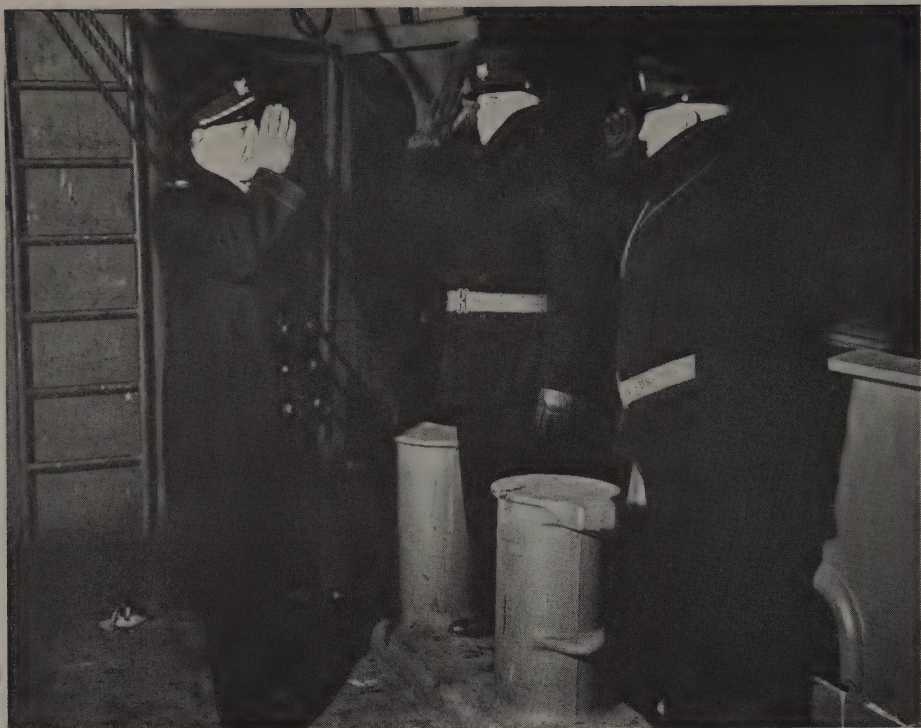






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